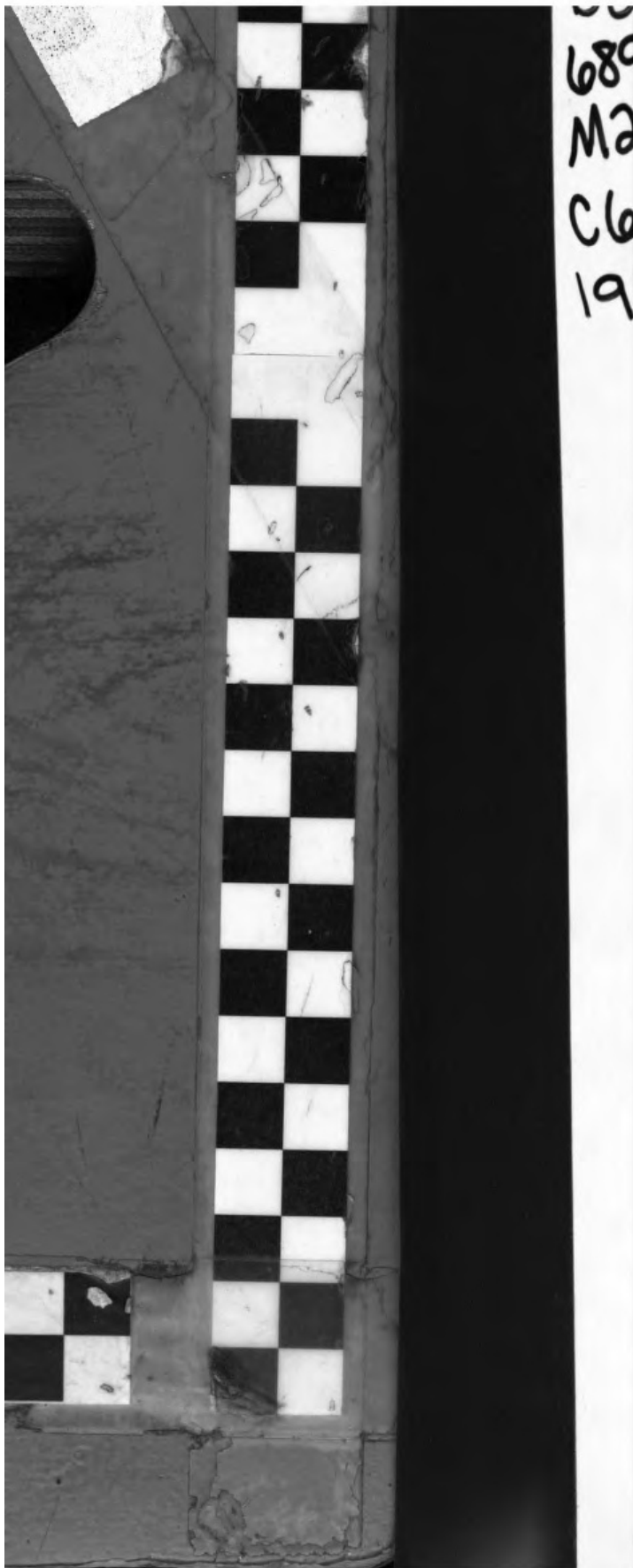


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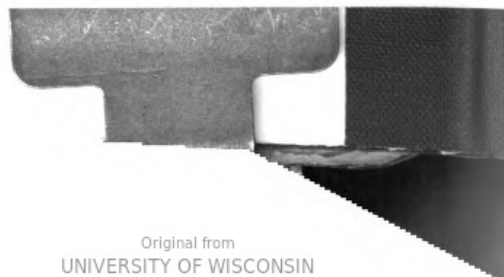
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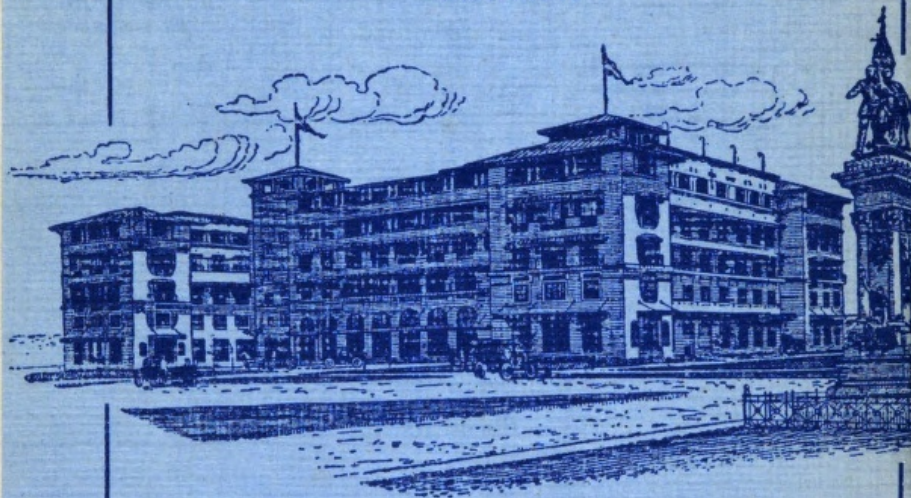
**Information for  
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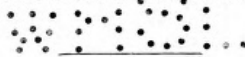


# Information for Travellers Landing at Manila



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## INTRODUCTION

**T**HIS booklet is issued by THOS. COOK & SON, Managers of Tours and Excursions, Bankers, Agents, etc., etc., and contains, in the handiest possible form, useful information for visitors landing at Manila, with short reference to the principal places of interest in the Philippines.

Agents for all Railway and Steamship Lines throughout the Islands, we offer exceptional facilities for arranging tours and providing for every possible contingency connected with travel, giving accurate and unbiassed information and guidance to our clients.

Specially appointed Agents of the Insular Government for the charter of private steamers for special trips to the most interesting beauty spots of the Islands.

**THOS. COOK & SON,  
Office in the Manila Hotel.**

September, 1913.

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J.M. Nelson

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The Falls of Pagsanjan.

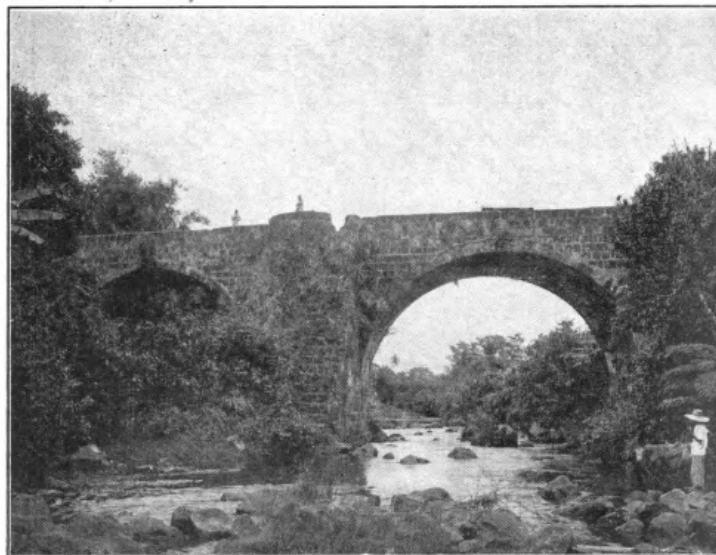


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Foreign Passenger agents for the Panama Pacific Inter-  
national Exposition to be held at San Francisco in 1915.



Spanish adobe arch on Lukban-Mauban road.

## THE PHILIPPINE ISLANDS.

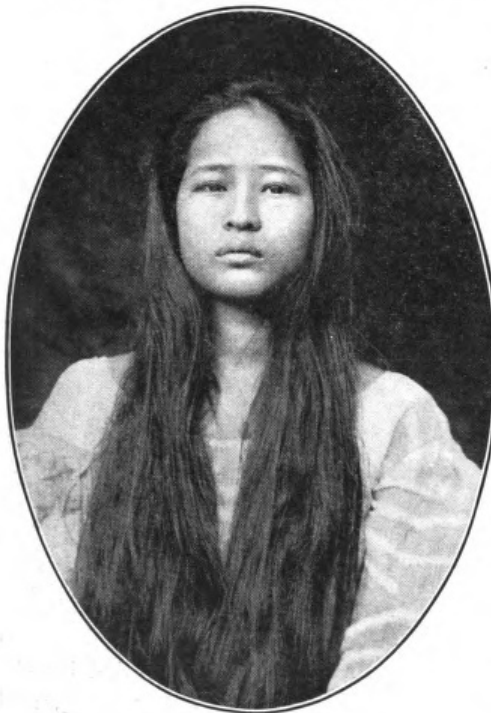
### I

A GROUP of tropical islands, over 3,000 in number, between 5° and 22° N. lat., and 117° and 127° E. long. The area is about 120,000 square miles. They are bounded by the Pacific Ocean on the East and the China Sea on the West, and from the islets of the Sulu group may be seen the coast of Borneo. The two largest are Luzon (about 40,000 square miles) and Mindanao (about 36,000 square miles). About 400 islands are inhabited.

The Islands are all more or less mountainous, although a general statement should not obscure the fact that Luzon and Mindanao are among the very few bodies of land in this part of the world which contain considerable stretches of comparatively level land well adapted for grazing.

Mt. Apo in Mindanao is the highest peak, rising 9,610 feet; the highest mountains in Luzon are Mt. Pulog in the North, 9,450 feet, and the symmetrical Mt. Mayon in the South, some 8,000 feet. There are still about a dozen active volcanoes, including Mt. Mayon, mentioned above, and Taal, which is easily visited from Manila, and was last in eruption in February, 1911.

Being entirely in the Tropics the Islands have but two seasons,



Young Tagalog Woman.

the dry and the wet or rainy; the former is from November to May and the latter June to October. In the Southern Islands the seasons are less marked, the rainfall being more equally distributed. The coolest months are December, January and February; the hottest April and May.

The rivers of the Islands are numerous and exceedingly picturesque, although but few are of much commercial importance; the longest are the Cagayan, Pampanga and Agno in Luzon, and the Cotabato and

Agusan in Mindanao. The principal sheets of inland water are Lake Bay, known as Laguna de Bay, in Luzon, and Lake Lanao in Mindanao; the former is remarkable for its shallowness and nearness to the sea, being only some 15 miles from Manila.

The vegetation of the Islands is tropical, although in Northern Luzon there is an extensive pine belt at about 4,000 feet, in which district temperate fruits and vegetables can be raised. On the

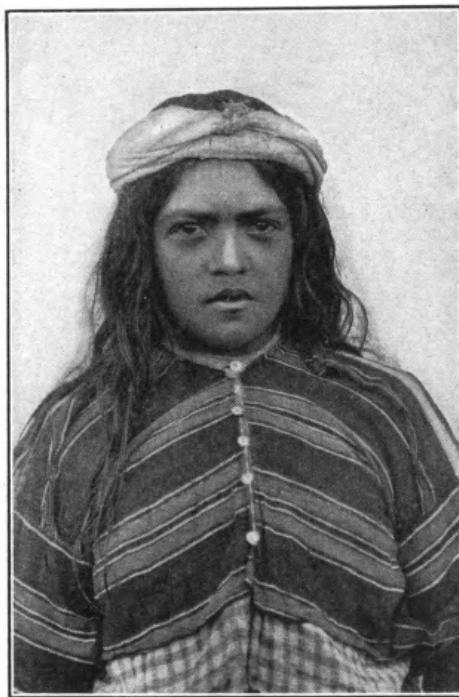


highest mountains are fine specimens of "mossy" forests characterised by tree ferns and many parasitic plants. The principal economic plants are the abaca, commonly known as "Manila Hemp," of which the Philippines have a natural monopoly, rice, maize, cocoanuts, sugar cane and tobacco. Cacao and coffee, in certain districts, grow well although not extensively cultivated. The ordinary tropical fruits are very generally found, including what many consider the king of fruits—the mango.

There are 40,000 square miles of commercial forests, and the output of valuable hardwood is rapidly increasing.

The Philippines are not especially rich in animal life. The only larger mammals which are at all common in a wild state are several small species of deer, boar, and, in remote regions only, two or three kinds of wild buffalo.

The domesticated species of this last animal, commonly known by the native name of carabao, is the most useful beast of burden in the Archipelago. Heavy, ugly both in appearance and temper, and, when in a peaceable mood, incredibly slow, it is nevertheless the mainstay of agriculture throughout almost all the islands; and the traveler soon becomes familiar with the sight of the ungainly beasts cooling their parched sides in the mud of some roadside ditch or swamp. Within the last ten years this valuable animal has been fearfully reduced



Young Igorot Woman

in numbers by the rinderpest. The disease is now being gradually conquered by the application of strict quarantine, but it has caused its chief victim to be to some extent replaced by smaller, handsomer, and more active breeds of cattle from China, India, and other parts of Asia.

The total population is at present estimated at 8,830,000.



Ilongo Boy Warrior.

Some 7,730,000 are Christians and, as regards the upper classes, civilized; about 275,000 are Mohammedans, substantially like the Malays of the Peninsula and Borneo, but locally known as Moros ("Moors"); and about 725,000 belong to some dozen pagan tribes. Nearly all of the latter are living peaceful lives, and the extremely interesting and beautiful country of these in Northern Luzon is quite safe and easily accessible for travellers. The visitor who does not purposely go into their territories will see only the Christianised people. He will not find them particularly energetic, nor the peasant

class very intelligent, but they are courteous and hospitable; personally clean and skilful with their hands; they are devoted to children and have a high regard for the aged. The position of women is very high and the family life perhaps the best developed in this part of the world. He will do well to remember, moreover, that patience, tact and courtesy do not come amiss in dealing with any people

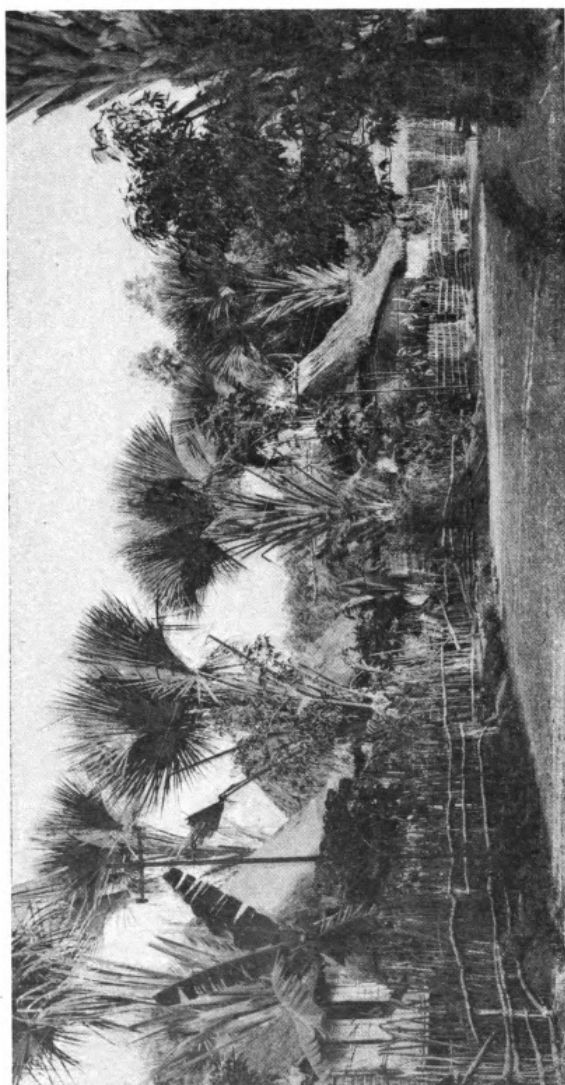
## II

The Philippine Islands were discovered by Magellan in the course of the first circumnavigation of the Globe in 1521.

On Sunday, April 7, the expedition reached the Island of Cebu, and the commander, speedily making friends with the chief, landed his men for rest and trade. One week later the history of Christian missions in the Philippines began with the baptism of the ruler and many of his followers, accompanied by a nominal submission to the sovereignty of Spain. Magellan, eager to show that the protection afforded by their common allegiance was no idle thing, volunteered to aid the Cebuan chief in his war with the ruler of the neighboring Island of Mactan. His chivalry cost him his life and the expedition its leader, for he was killed while attempting to cover the retreat of his slender force to their boats; and, in some undetermined spot on the little island, the bones of the great voyager found their last resting place. Deprived of their captain, the remainder of the Spanish force hastily prepared for departure, but they did not get away unscathed, for the Cebuan chief, who may have had his reasons for complaint against them, contrived a plot whereby, on the 1st of May, twenty-six more of the expedition were slain while ostensibly attending a farewell banquet. With the later history of the epoch-making voyage we are not immediately concerned. One ship out of the five, with eighteen men out of some two hundred and fifty, finally dropped anchor in the river at Seville.

The first permanent settlement was made in 1565 at Cebu by an expedition under the command of Miguel Lopez de Legaspi. In 1571 Manila was occupied and made the Capital. A Company of Augustinian Friars under Andrés Urdaneta accompanied the expedition and the more accessible parts of the Islands were soon Christianised. The Church was very powerful in the old days, and although there were many abuses and points of weakness it should always be remembered that it deserves much credit for the great civilizing work done. The Philippines constitute the only Country in the Eastern Hemisphere of any size or importance that has been really Christianised in modern times.

In 1762, during the Seven Years War, the Walled City of Manila and surrounding districts were captured by a British force,



Street in a Philippine village showing buri palms.

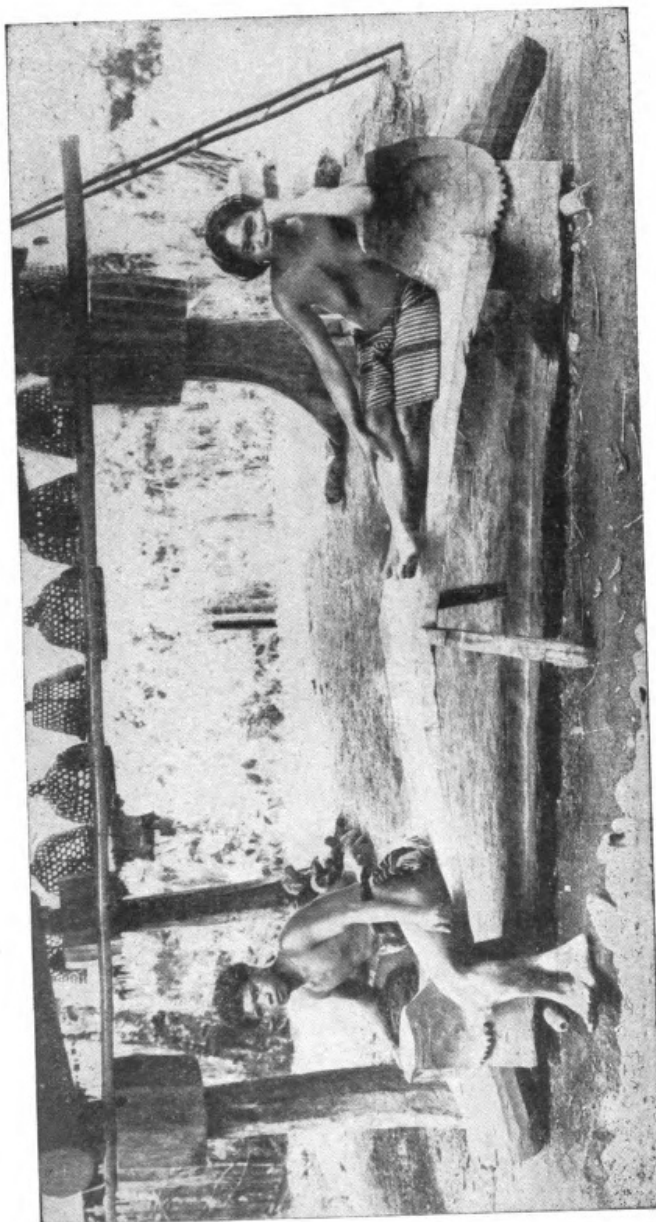
and held for two years, being subsequently surrendered on the conclusion of peace.

During the nineteenth century the Spanish Government gradually fell behind that of other civilized nations; on the other hand the natives became better educated through the establishment of schools and contact with English and foreign traders, with the result that discontent rapidly grew amongst them. A small insurrection in 1872 was crushed, but a more extensive one, which broke out in August, 1896, had scarcely been suppressed by compromise, when in May, 1898, the American Fleet, under Admiral George Dewey, destroyed the Spanish ships at Cavite, Manila being captured three months later. The Islands were ceded to the United States by the treaty of Paris in December, 1898. A movement among a portion of the native population to establish a nominally republican government had to be suppressed, but since that time the civilized portion of the Philippines has been eminently peaceful and has been experiencing continually increasing prosperity.

### III

The government of the Philippines combines a framework of representation and local autonomy with a sufficient degree of executive centralization to secure order and efficiency. The Lower House of the Legislature is elected by those of the people who possess certain educational or property qualifications. The Upper House is known as the Commission; it consists of five Americans—one of them being the Governor-General—and four Filipinos, appointed by the President of the United States with the advice and consent of the Senate, and is also an executive body. The Governor-General and four of the other Commissioners are Heads of the Executive Departments. There is a complete system of Courts, with about equal numbers of American and Filipino judges in the upper ranks and native Justices of the Peace in the lower.

The local governments are organised into provinces and municipalities. There are thirty-eight of the former, and seven or eight hundred of the latter. Seven of the provinces, which are inhabited chiefly by pagan or Mohammedan tribes, have a special form of government similar to that of most British colonies with the same kind of inhabitants; the others are governed by a board of three members, two of whom, including the Governor, are elected,

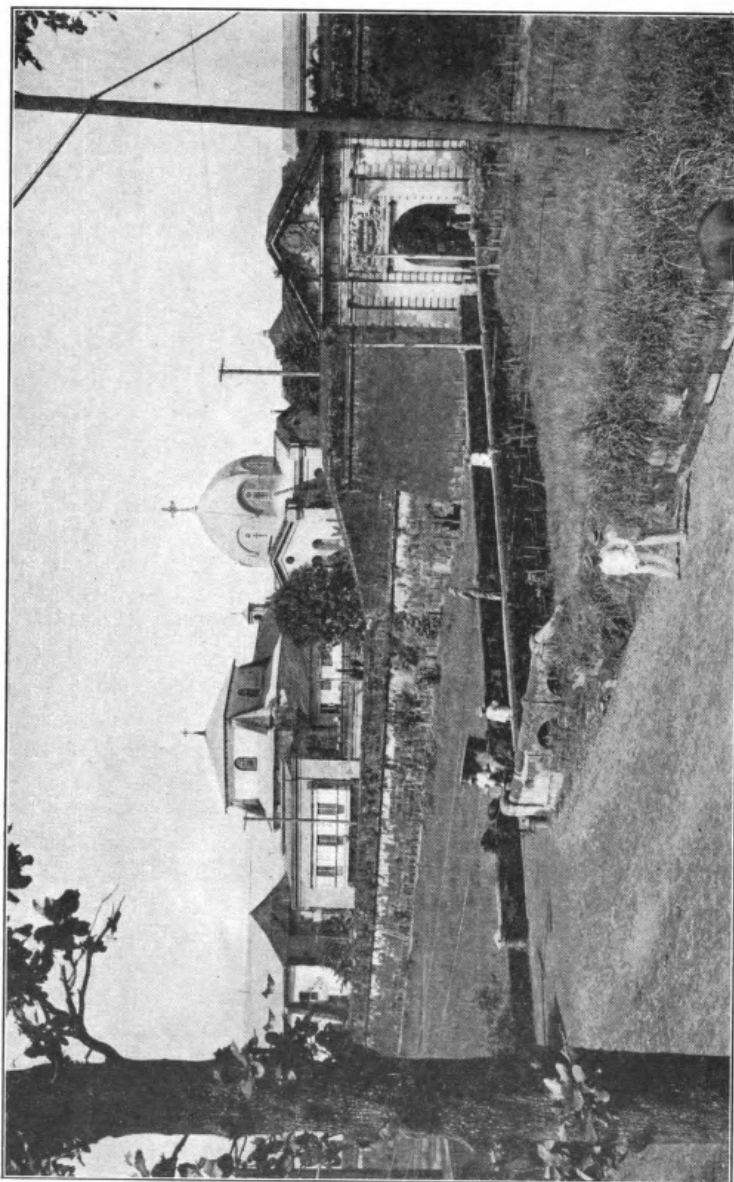


Ifugaos of the upper class.



while the other, the Treasurer, is appointed by the American Governor General. The municipalities are governed by an elected council and "Presidente" or mayor. These semi autonomous local governments have been moderately successful. They have to be closely supervised because of the "caciques" or persons who exercise, outside of the laws, a sort of debased feudal control. The City of Manila has an independent administration.

The revenues of the Government are collected for the most part by the Provincial and Municipal Treasurers, and turned in to the Central Treasury, whence a part is subsequently repaid to the local governments. **It is important to note that all the civil expenses of the Philippine Government are paid from its own revenue.** Aside from the cost of the Army Division maintained here, and of the fortifications, which is paid by the United States, the Islands receive no financial assistance from the home country. The administrative activities of the Philippine Government are many and important. A corps of native constabulary under American officers, about 4000 strong, preserve excellent order, and have headquarters in most of the more important towns. Travellers may always turn to these places for assistance and information. Both men and officers may be distinguished by their khaki uniforms with scarlet trimmings. The Bureau of Public Works maintains a constantly-expanding road system, consisting now of 1,300 miles of heavily surfaced road with many bridges, and has done important work in irrigation and the drilling of Artesian wells, the latter having in some places reduced the death rate by 50%. Fine harbor works have been constructed at the principal ports. A very efficient sanitary department has all but eliminated cholera, small-pox and the plague, has segregated lepers in an isolated colony, and done much in general sanitation. The public school system is as comprehensive as the present resources will allow, provision having recently been made for an additional hundred thousand pupils. A constantly increasing number of the younger people are able to speak English; the system of industrial instruction is highly developed and is reflected in the increasing prosperity of the country; the central penitentiary, Bilibid Prison—in Manila, is conducted on very progressive lines, and the Penal Colony at Iwahig constitutes a daring but successful experiment in the reformatory treatment of criminals.



Parian Gate and San Juan de Dios Church and Hospital, Walled City, Manila.



## MANILA.

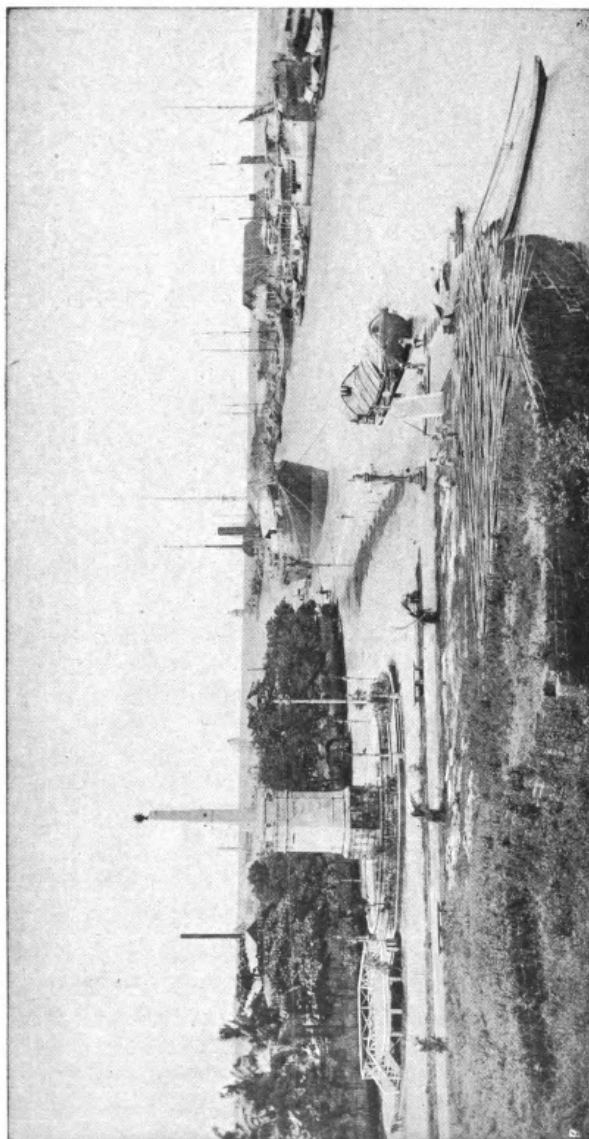
**M**ANILA, the capital of the Philippine Islands, is situated on the West Central Coast of the Island of Luzon, and is the most Northerly of the Archipelago, and on the inner shore of the bay of the same name. The bay is 100 miles in circumference and Manila is thirty miles from the strongly fortified Island of Corregidor. The City lies at the mouth of the Pasig River, which rises as the outlet of Lake Bay, above the City, and is bisected by its tortuous course. The river is spanned within the city by several bridges, of which the most notable is the Bridge of Spain.

Manila is built on a tract of low land intersected by tidal channels known as esteros. There is not a hill of any kind within the town, although mountains running from 3,000 to 5,000 feet are visible at varying distances on every side. The present population is about 250,000, including some 5,000 Americans, 3,000 Spaniards, 25,000 Chinese and numbers of other Europeans and Asiatics.

The city is laid out somewhat as follows: to the south of the river, on what was formerly the shore line, is the Walled City; between it and the present shore, on a tract of reclaimed land, is the Port District, where are the docks at which the visitor is landed and which is to be the commercial Manila of the future; South of this, beyond the park known as the Luneta, are the new and attractive residential districts of Ermita and Malate, chiefly occupied by Americans. Here are the principal schools, the University of the Philippines, the Observatory so splendidly conducted by the Jesuit Fathers, and other points of interest to be mentioned. The rest of this part of the city consists chiefly of residential suburbs.

North of the River is the present commercial section—the wholesale and shipping districts near the bay; the retail section just above, and along the river. The North Western section, comprising the district of Tondo, is inhabited by natives of the working class and is the most thoroughly Oriental. The North Eastern section is occupied chiefly by the residences of the Filipino working men, tradesmen, and also some of the more wealthy classes.

The great interest to the visitor, apart from the special places to be mentioned, lies in its remarkable mixture of civilization.



Anda Monument and the mouth of the Pasig River.

In Tondo is to be seen the primitive native city, in many respects but little changed by four centuries; in the Walled City, notably in its quaintly old and beautifully decorated churches and convents, are suggestions of a Spanish town of the middle ages, while in the Americanised Manila of today—the town of macadamised roads, steel bridges and modern buildings, we have the spirit of civilization and progress, which will one day make Manila one of the beautiful cities of the World.

Space forbids more than a glance at the history of this fascinating City,—well called “The Pearl of the Orient.” A Chinese traveller has left a description of the place as he saw it in the thirteenth century, and it was even then an important trade centre. In the sixteenth century it came under the control of Mohammedan invaders from Mindanao of Borneo, and when first visited by Europeans in 1550 the site was occupied by the towns of two petty Rajahs, that North of the River being known as Tondo (its present name) while the one to the South was “Maynila.” The city was finally occupied by the Spaniards and made their capital in 1571. About 1590 the erection of the fortifications around the Spanish settlement (the present Walled City) was begun and before the end of the first quarter of the seventeenth century Manila had a University, hospitals, printing presses and most of the other apparatus of civilized life. The commercial development of the city was hampered by the Dutch wars, by troubles with the Chinese, the policy towards whom was a mixture of encouragement and suspicion, and by restrictions imposed by the government. The absurd views of the time in regard to the advantages of commerce are shown in the restriction of the trade to Manila to one ship a year to and from Acapulco on the West Coast of Mexico. This state of affairs continued until about 1815 when Spain lost her American possessions.

In 1762 during the Seven Years War, Manila was captured by the British, and held for about two years, being restored to Spain by the Treaty of Paris in 1763.

In the nineteenth century, after the Acapulco galleon ceased to be the only regular means of communication with the outside world, the city rapidly gained in commercial importance. For-

eigners were allowed to take up residence, although looked upon with so much suspicion that the outbreak of cholera in 1819 was attributed to them, resulting in a serious riot.

The history of Manila as a Spanish city came to an end in 1898, —the Spanish fleet being destroyed in the Naval battle of May 1st, and American troops landed, south of the City, near the old Fort San Antonio, on August 13th.

At this time Manila was still an insanitary and unprogressive town, but since then work has never ceased on a comprehensive plan to make it one of the most beautiful cities of the East. Mr. D. H. Burnham, the well known Chicago architect, was employed to make a plan for systematic improvements, and although the completion of these will necessarily take many years, his ideas are being gradually developed.

No expense has been spared in furthering the conditions of hygiene. Cholera, small-pox and plague are no longer to be feared; there is an excellent sewage system, and a much improved water supply; a police force, consisting partly of American ex-soldiers, patrol the streets and are always glad to be of service to visitors.

Manila is one of the very few large cities, outside of the older Christian countries, whose churches rank among its chief objects of interest, many of them being very old and beautifully decorated. Lastly, mention must be made of the picturesque drives which can be taken through the suburbs of the city, and also over excellent roads in the surrounding country to the many interesting places well worth a visit by the traveller.



Hulling the day's rice.

## ARRIVAL AT MANILA.

**M**AIL STEAMERS, with few exceptions, land passengers at one of the new spacious piers. Custom House and Immigration Officers board the steamer in the outer anchorage, and all passengers leaving the ship at Manila must be passed by the Immigration Officer who requires particulars regarding nationality, object of visit, etc. No difficulty need be anticipated, every courtesy being extended to visitors.

**CUSTOMS.**—Personal effects of bona fide travellers are admitted free of duty. Alcoholic beverages are excluded from admission as personal effects. All passengers over eighteen years of age arriving at ports of entry in the Philippine Islands may bring in, free of duty, fifty (50) cigars or three hundred (300) cigarettes, for the bona fide use of such passengers. All cigars and cigarettes brought in by passengers, including those exempted from duty, must be declared on the owner's baggage declaration. Dutiable articles are retained in Customs custody for a nominal storage charge and upon reasonable notice returned to the owners aboard ship prior to their departure.

**COOK'S OFFICE** at the Manila Hotel, adjoining the Reading Room.

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### HOTELS.—

MANILA HOTEL, Luneta.

METROPOLE HOTEL, Santa Cruz Bridge.

HOTEL DE FRANCE, 35 Plaza Goiti, Santa Cruz.

DELMONICO HOTEL, 278 Palacio, Intramuros.

IMPERIAL HOTEL, 181-193 Magallanes, Intramuros.

NEVADA HOTEL, 109 Palacio, Intramuros.

ORIENTE HOTEL, 121 Real, Intramuros.

**CURRENCY.**—The currency of the Philippines consists of paper and silver maintained at par by a reserve of United States gold. This par value bears a ratio to that of American money of exactly

two to one—i. e., one Philippine Peso (symbol ₱) equals fifty cents (\$0.50) in the latter currency. The peso contains one hundred centavos, each worth one-half of a United States cent.

Subsidiary coins in use are:

- the silver peso
- 50 centavos piece or medio peso
- 20 centavos piece or peseta
- 10 centavos piece or media peseta
- 5 centavos piece (nickel).
- 1 centavo piece (bronze)

Paper money consists either of Treasury certificates or of the notes of the Bank of the Philippine Islands—denominations 2, 5, 10, 20, 50, 100, 200 and 500 pesos.

Passengers should call at Thos. Cook & Son's Office on arrival where a supply of the local currency may be obtained.

**BANKING AND EXCHANGE.**—With Branch Offices and Correspondents in all parts of the world Thos. Cook & Son have exceptional facilities for transacting Banking and exchange business on the most favorable terms.

In view of losses by theft, which frequently occur, travellers are strongly recommended not to carry surplus funds in the form of Bank-notes but by means of a Letter of Credit or Circular Notes. The Firm issue Circular Notes for sums of £20 and upwards, in Notes of £20, £10, £5, and also Letters of Credit for £100 and upwards, which are cashed by any of their Agents and Banking Correspondents.

Circular Notes cashed, and payments made on Letters of Credit issued by other Bankers.

Foreign monies exchanged at current rates.

Remittances by draft or telegram can be made through Thos Cook & Son's principal Offices.

**SHIPPING AND FORWARDING DEPT.**—Passengers wishing to forward Baggage, Purchases, etc., are recommended to apply to the Office where arrangements can be made to ship and effect Insurance, to all parts of the World.



**MAIL DEPT.**—The correspondence of travellers touring under the Firm's arrangements may be addressed to their Offices. Passengers are requested before leaving to register an address to which their letters may be sent. The firm maintain a special staff for this section of their business, although no charge is made for such services.

#### **RATES OF POSTAGE**

**A. On Mail matter addressed for delivery in the Philippine Islands.**

Letters, 2 centavos for each 20 grams or fraction thereof.  
Post Cards, 2 centavos each.  
Newspapers, books, etc., 5 centavos for each kilo or fraction thereof. Registration fee 16 centavos.

**B. On Mail matter addressed for delivery in the United States (including Hawaii and Porto Rico) and Possessions.**

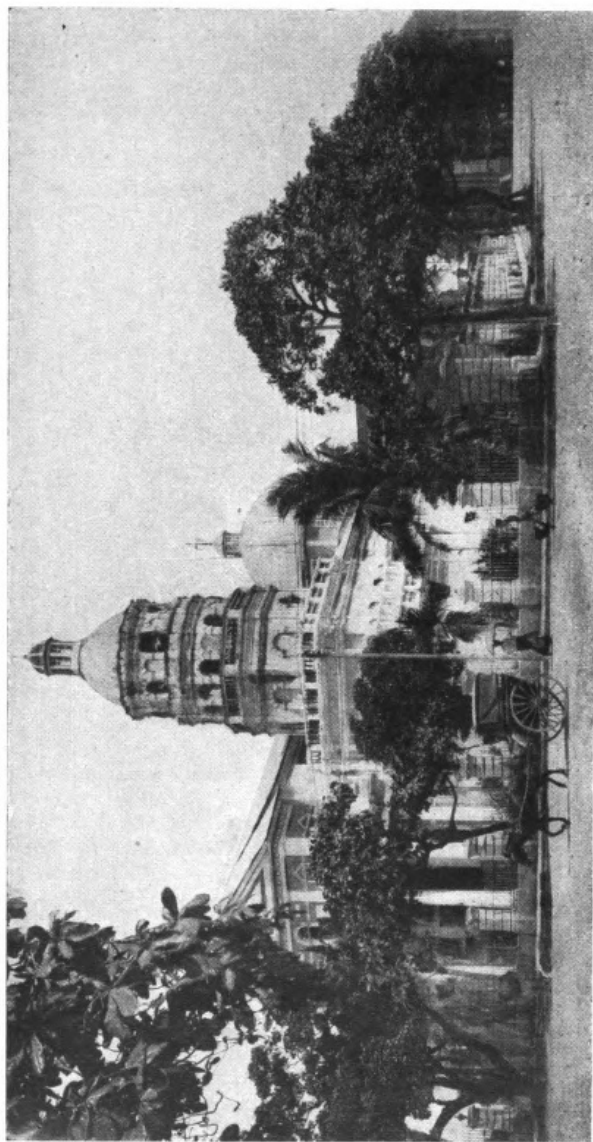
Letters, 4 centavos for each ounce or fraction thereof.  
Postcards, 2 centavos each.  
Newspapers, 2 centavos for each 4 ounces or fraction thereof.  
Books, pamphlets, photographs, etc., 2 centavos for each 2 ounces or fraction thereof.

**C. On Mail matter addressed for delivery in all other Countries.**

Letters, 10 centavos for each 20 grams or fraction thereof.  
Post cards 4 centavos each.  
Newspapers, etc., 20 centavos for the first 250 grams or less, and 4 centavos for each additional 50 grams or less.

**VIA SIBERIAN RAILWAY.**—Letters in their usual and ordinary form, fully prepaid, at 16 centavos for each 20 grams or fraction thereof, and single post cards prepaid at 6 centavos each, will be dispatched via the Siberian Railway if especially addressed via that route.

**General Post Office, Plaza Lawton, Santa Cruz Bridge.**



Santa Cruz Church, Manila.

**TELEGRAMS.**—In the Philippine Islands, 10 words or less, in body of message (no charge for name and address) rates vary from 40 centavos to ₱2.60. Rush telegrams double rates.

Baguio. . . 80 centavos ten words or less in body of message.  
 Cebu . . . . . ₱1.60 ten words or less in body of message.  
 Iloilo . . . . . ₱1.40 ten words or less in body of message.  
 Zamboanga . . . . ₱2.40 ten words or less in body of message.

**CABLES.**—United States ₱2 to ₱2.24 per word according to locality.

San Francisco . . . . . ₱ 2 per word.  
 Chicago . . . . . ₱2.18 per word.  
 New York . . . . . ₱2.24 per word.  
 Europe, all countries . . . . . ₱2.20 per word.  
 Hongkong . . . . . 30 centavos per word.  
 Shanghai . . . . . 50 centavos per word.  
 Other places China and Manchuria . . 70 centavos per word.  
 Japan and Chosen . . . . . ₱1.44 per word.  
 Singapore . . . . . 80 centavos per word.  
 India . . . . . ₱1.29 per word.  
 Ceylon . . . . . ₱1.34 per word.  
 Australia . . . . . ₱1.25 per word.

**Cable Office:** Calle Juan Luna.

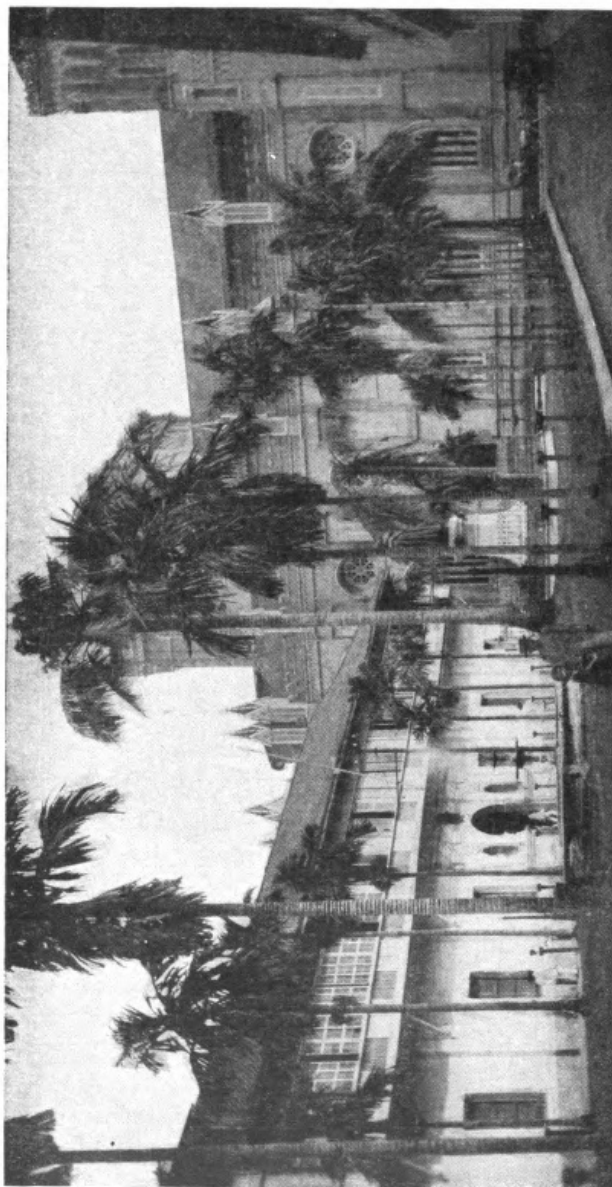
**INFORMATION GRATIS.**—Thos. Cook & Son maintain a large clerical staff for the purpose of answering enquiries either personally or through the mail. No charge is made for information so furnished. They do, however, expect those who use the facilities afforded, will be courteous enough to purchase their travel-tickets, etc., through the Firm's Agencies—costing no more than if purchased at the Steamship Company's Offices or Railway Stations.

Thos. Cook & Son issue the following publications for free distribution:—

Cook's Far Eastern Handbook of Steamer Routes, Railways and Fares.

Quarterly Sailing List of the Trans-Pacific, Suez and Australian Lines.

WHS



Plaza fronting the University of Santo Tomas, Manila.

**Information for Travellers Landing at Hongkong.  
Information for Travellers Landing at Shanghai.  
Information for Travellers Landing in Japan.**

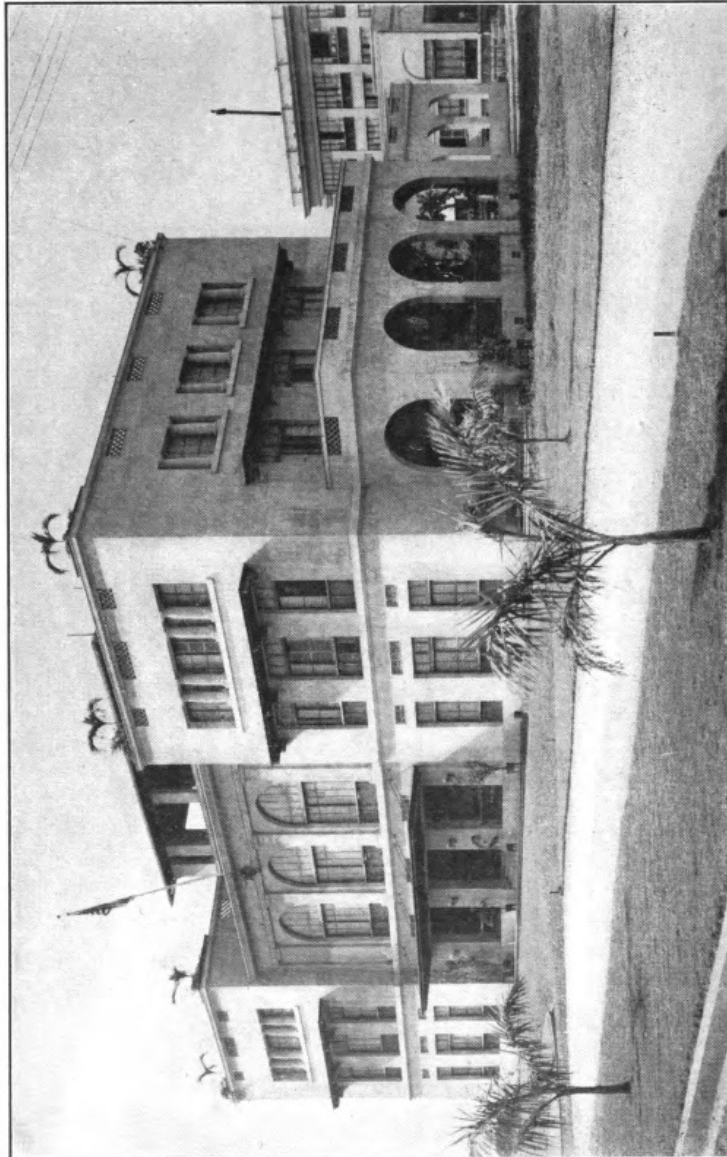
**BAGGAGE INSURANCE.**—As the conditions upon which practically all steamship tickets are issued exempt the Companies from responsibility for loss of, or damage to, passengers' baggage under any circumstances whatever, passengers are recommended to insure against such contingencies.

Travellers using our tickets can have their Baggage insured on payment of a small premium. The insurance covers all risks of the loss of Passengers' Baggage, including loss by fire, theft and pilfering, whilst travelling by sea and land, also whilst staying at hotels, or travelling between hotels and railway stations, etc., as well as damage by sea water. Jewellery, if not placed in registered Baggage, nor in baggage for the Hold of the Steamer, can be covered by this insurance.

**COOK'S OCEAN PASSAGE TICKETS.**—*Through Tickets via Suez, Siberia or America.* Special rates are in operation for tickets from Manila to Europe and America via Suez, Australia, Trans-Siberian railway or the Pacific. These tickets besides offering a considerable reduction in price as compared with tickets purchased from point to point, offer many advantages of stop-over, length of validity and alternative routes. Reservations can be made in advance for the entire journey, a great advantage during the height of the season when steamers and trains are apt to be crowded.

**CLIMATE.**—The Philippines are in the Tropics and the traveller must expect continuously warm although not oppressively hot weather. The best months of the year, December, January, February and March, are very nearly ideal; even during the hottest months—April and May—many parts of the Islands enjoy a cool breeze. The remainder of the year is inclined to be showery but the rains seldom last for long periods. The nights, late afternoons, and the early mornings are almost invariably cool and agreeable.

**CLOTHING.**—Even on the hottest day if visitors will only wear suitable clothing they should not experience any discomfort. The lightest possible material should be worn, white duck, alpaca, pongee, etc., and for dinner wear a white tuxedo or mess jacket. The



The Elks Club, Manila.



ordinary tweed or serge suit is very rarely seen, except at the mountain resort of Baguio, where one requires a tweed and in addition a light overcoat. Many forego visiting the Southern Islands under the impression the climate is disagreeably hot and unpleasant; on the contrary the temperature in the South enjoys a better reputation than Manila; even during the hottest months at sea, it is necessary to have—and one gladly appreciates—a blanket at night.

#### FOREIGN CONSULS AT MANILA.

Austria-Hungary, 244 David, Binondo.  
 Belgium, 910 (old 26) Indiana, Malate.  
 Chile, 120 San Marcelino, Ermita.  
 China, 310 Soler, Trozo.  
 Denmark, 36 Juan Luna, Binondo.  
 France, 616 (98) Colorado, Malate.  
 Germany, 862 Real, Malate.  
 Great Britain, 158 Juan Luna, Binondo.  
 Italy, 862 Real, Malate.  
 Japan, 776 Azcarraga.  
 Liberia, 793 Sta. Mesa.  
 Mexico, 212 Marques de Comillas.  
 Netherlands, 259 Muelle de la Industria.  
 Nicaragua, 7 Magallanes, Intramuros.  
 Norway, 17 Paris Building, 34 Escolta.  
 Peru, 39 General Solano, S. Miguel.  
 Portugal, 6 Escolta.  
 Russia, 616 (98) Colorado, Ermita.  
 Spain, 22 Novaliches, S. Miguel.  
 Sweden, 311 Muelle del Rey.  
 Switzerland, 214 David, Binondo.  
 Turkey, 93 Escolta.

#### CONVEYANCES.

Automobiles, Five-seat cars.....	P 6.00 per hour.
“ Six-seat cars.....	P 8.00 per hour.
“ Seven-seat cars.....	P 10.00 per hour.
Calesa .....	P 1.50 per hour.
Single Victoria.....	P 2.00 per hour.
Double Victoria.....	P 2.50 per hour.
Vis-a-vis .....	P 4.00 per hour.

Any of the conveyances can be engaged through us at a few minutes' notice. The automobiles are new powerful cars, with experienced chauffeurs, and the carriages well appointed in every way, with uniformed drivers.

#### PUBLIC STREET CARRIAGES.

Carromatas (two passengers, one native horse, fixed top).

First class:—Forty centavos for first quarter hour or fraction; sixty for first half hour; eighty for first hour; sixty for each succeeding hour or fraction.

Second class:—Twenty centavos for first quarter hour or fraction; thirty for first half hour; forty for first hour; thirty for each succeeding hour.

#### LIST OF THE CHURCHES IN MANILA HOLDING SERVICES IN ENGLISH.

Cathedral of St. Mary and St. John (Protestant Episcopal), corner Isaac Peral and San Antonio, Ermita.

Cathedral of the Immaculate Conception (Roman Catholic), Plaza McKinley, Intramuros.

First Presbyterian Church, Padre Faura, Ermita.

Central Methodist Episcopal Church, 120 Nozaleda, Ermita.

Christian Church, 1852-1864 Azcarraga

Christian Science Society of Manila, 272 Nueva, Ermita.

#### THE PRINCIPAL CLUBS ARE:—

ARMY AND NAVY CLUB.

ELKS CLUB.

GOLF CLUB.

MANILA CLUB (ENGLISH).

UNIVERSITY CLUB.

#### DIFFERENCE IN TIME.

	Hours.	Min.
Manila is in advance of London.....	8	03
New York.....	12	59
San Francisco.....	16	11

#### DISTANCES.

	Miles.
Manila-Hongkong.....	628
Nagasaki.....	1365
New York via Suez Canal and Gibraltar.....	11601
San Francisco.....	6585

## IN THE PHILIPPINES

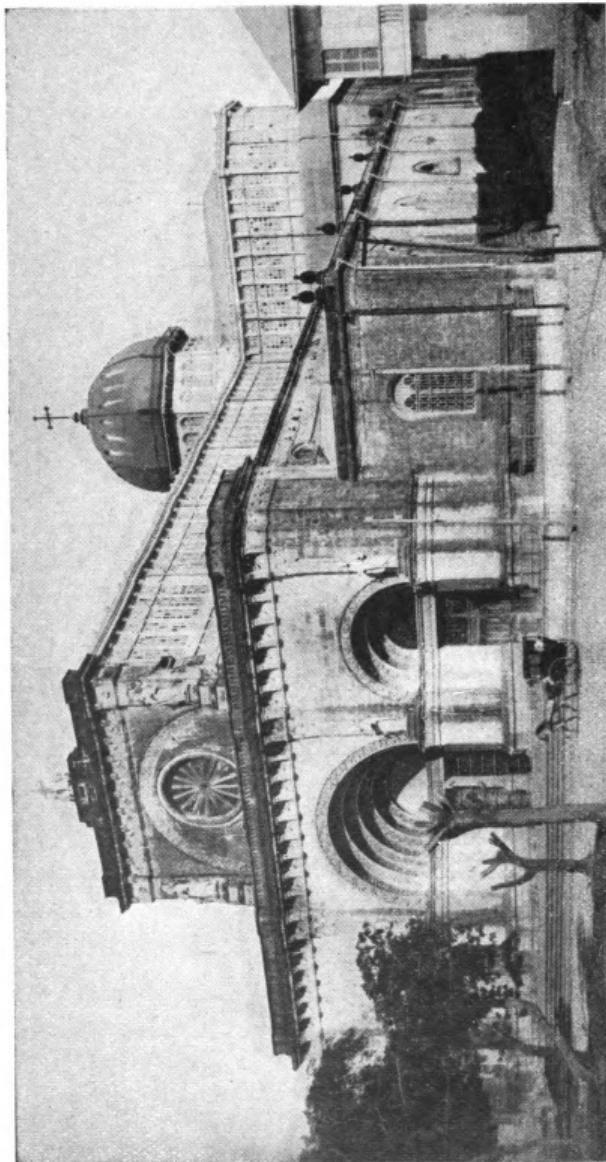
Manila-Antipolo.....	21
Baguio.....	170
Cebu.....	386
Iloilo.....	346
Jolo.....	531
Los Baños.....	40
Malabon.....	7
Pagsanjan.....	50
Sibul Spring.....	50
Taal Volcano.....	60
Zamboanga.....	502

**GUIDES.**—Although there are no licensed official guides, we have made arrangements for students of one of the prominent Colleges to act in this capacity, should travellers desire, and these although perhaps not so thoroughly posted as an efficient guide will be found of very great assistance to the visitor, coachmen and chauffeurs having but a limited knowledge of English. The rate is ₱1.65 half day, ₱2.75 whole day.

**GUIDE BOOK.**—"The Philippines, The Land of Palm and Pine," an official guide and handbook, ₱2.00. Every traveller in the Philippines should have a copy of this book, which can be obtained at our Office.

**LIBRARY.**—The chief library in Manila is The Philippine Library with departments of periodical, general and current literature, and Filipiniana. Its scientific branch is housed in the Bureau of Science building.

**MANILA MERCHANTS' ASSOCIATION.**—The offices of the Philippine Publicity Committee, together with those of the Manila Merchants' Association, are in the De la Rama Building, directly opposite the Metropole Hotel, where a large clerical force is kept busy replying to inquiries and sending out booklets, and travelers who desire information on specific subjects or who desire to learn possibilities for investments, will be furnished with extracts from official government records on application



Cathedral of the Immaculate Conception, Manila.

to the Secretary. If unable to call personally, address Philippine Publicity Committee, Box 281, Manila. In the advertising section of this booklet will be found a statement of opportunities for investment in projects whose safety and rate of returns have been proven in every tropical and tropical country.

#### RESTAURANTS.

MANILA HOTEL, Grill Room.

HOTEL DE FRANCE, Restaurant, Plaza Goiti.

CLARKE'S, 2 Escolta.

SMITH'S, Plaza Goiti, Santa Cruz.

**SHOOTING.**—The snipe shooting in the Philippine Islands probably as good, if not better, than anywhere else in the world not excepting the Yangtse Valley. Jack snipe are plentiful from the 15th of August until the latter part of November. Good shooting can be obtained anywhere in the environs of Manila, in fact all over the Islands, although Manila sportsmen generally go up the railroad for 20 or 30 miles where conditions are better than in the outskirts of the City.

Ducks are plentiful in various parts of the Islands. The most accessible place for tourists would be Orani, across the bay from Manila in Bataan Province, about a four-hour trip in a launch. In the neighborhood of Orani there are hundreds of fish ponds and this fact no doubt accounts for the large number of ducks that are ordinarily in this vicinity, as they feed on the young fish and a peculiar sort of grass which grows in the ponds. There we find Mallards, Spoon Bill Teal, Cinnamon Teal, and four or five other varieties. The duck season is from the first of November up to the end of March.

Leaving Manila, say on Saturday about one o'clock, Orani would be reached in time to shoot a couple of hours before dark, sleeping on the launch at night and starting out again in the morning about four o'clock for the blinds, shooting until about four o'clock in the afternoon, returning to Manila in time for dinner.

In the interior there are great numbers of pigeons of various species. Among the largest is the splendid Nicobar pigeon, which is beautifully colored. The best game bird is the timid jungle

fowl, which much resembles in appearance the domestic red Leghorn; it is quite plentiful in the wooded valleys of Luzon. During the months of December and January, curlew may be found on the mud flats around Manila Bay, and plover are more or less common near newly plowed ground at the same season.

**SHOPS.**—The principal American, European and Indian shops are on the famous Escolta; they are well stocked and their prices reasonable. For native textiles and embroideries there are the industrial departments of the schools, several high-grade establishments managed by Filipino ladies and scattered over the retail and residential districts, and the picturesque bazaar on San Fernando Street. The Government Sales Agency, just behind the Manila Hotel, should be visited, this being the only place in Manila where a regular stock of weapons and other curios from the wild tribes are kept; also the sales room at Bilibid Prison, where particular attention should be paid to the high-grade articles of hardwood and furniture.

**THEATRES.**—There are a good many places bearing this name in Manila; most of them, however, are only equipped for cinematographs. The performances of actual drama are limited to an annual season of Italian Opera and an occasional visit from a touring Company.

Theatre: Manila Grand Opera House.

Cinematograph Theatres: Gaiety, 630 Real, Ermita.

Ideal, Plaza Goiti, Santa Cruz.

Lux, Plaza Santa Cruz.

Empire, Echague, Santa Cruz.

Zorrilla, 626 Azcarraga.

**TRAMWAYS.**—The tramway system is quite complete, and there are few localities not within five to ten minutes walk—for the most part much less—of a car line. The cars on the city lines run as a rule every five or ten minutes, and on the suburban lines every twenty. There are two classes of seats, the first few rows to the front being marked off by a sign as first class. A single fare for one of these seats is twelve centavos; for the second class, ten centavos. There is a liberal system of transfers, and it is possible to ride entirely across the city proper in any direction for a single



fare. The routes of the cars are nearly all from some point on one side of the city to another roughly opposite, passing through the "hub" of the system, i. e., the corner of the Escolta and the Bridge of Spain, where any car may be boarded. The signs on the front and rear of the cars are not reversible and show **both termini** of the route, so that the visitor should ascertain in advance **in what direction** a car should be taken to reach a given point.

The routes of the various lines are as follows: they are classified according to the direction in which they start from the corner of the Escolta and the Bridge of Spain across the bridge (south down the Escolta (west), and up the Escolta (east).

## I

**SOUTH.**

(a) Cars marked **Intramuros**:—Magallanes Drive, the whole of the Walled City, and thence to Malate (b), Santa Ana (d), or Pasig (f).

(b) Cars marked **Malate**:—After traversing the Walled City, by the Aquarium to Bagumbayan Drive, the Luneta, Wallace Field,



Burial niches in the Paco Cemetery, Manila.

Manila Hotel, Elks and Army and Navy Clubs, and parts of districts of Ermita and Malate, (containing the Observatory, Military Plaza, etc.).

(c) Cars marked **Pasay**:—Post Office, Bagumbayan Drive, and all points on or near this and Arroceros St. (Botanical Garden, Ice Plant, Trade School, City Hall, Y. M. C. A. Buildings, Sunken Gardens); thence by the same route as (b), but continuing beyond its terminus through the town of Pasay to Fort San Antonio and the Polo Club.

(d) Cars marked **Santa Ana**:—The same route as (b) to the junction of Bagumbayan Drive with Nozaleda St., thence through the whole length of the latter, past or near Methodist Church, American Cathedral, Columbia Club, and Paco Cemetery; thence through the farther part of Herran St. and the District of Paco, past the Paco Station of the Manila Railway, to Santa Ana.

(e) Cars marked **Fort McKinley**:—The same route as (d) as far as Santa Ana Junction Station on Herran St., thence over private right of way to Fort McKinley, with stops at San Pedro Macati (English Cemetery), Guadalupe (ruined convent of that name), and Hancock Road (for a portion of Fort McKinley); fare, first class, ₱0.22.

(f) Cars marked **Pasig**:—The same route as (e), but continuing beyond to the town of Pasig (fare, first class, ₱0.32).

## II

### WEST.

(g) Cars marked **Custom House**:—Plaza Moraga, Rosario St. (Chinese Quarter, banks and wholesale houses, Philippine Museum, Plaza Binondo (native hat shops), and San Fernando St. (native textile shops), to a point near the Muelle de la Industria, the Captain of the Port's Building, and the Custom House.

(h) Cars marked **Azcarraga**:—The same route as (g), but continuing beyond via Madrid, Clavel or Aceiteros, and Sagunto Sts. to Azcarraga St., thence through latter by or near Aglipayan Church main terminal of Manila Railway (northern trains) and Bilibid Prison to Alix St., thence by the same route as (n) as far as the Rotonda.

(i) Cars marked **Maypajo**:—The same route as (g) as far as Plaza Binondo; thence via Juan Luna or Lemery, Ilaya, and Sande Sts., through the district of Tondo, past or near Plaza Leon XIII, Mary Johnston Hospital, Tondo Church, and Tondo School, to Maypajo, a barrio of the town of Caloocan.

(j) Cars marked **Caloocan**:—The same route as above, but continuing to the town of Caloocan (fare, first class, ₱0.22).

(k) Cars marked **Malabon**:—Same route as (j), but continuing beyond to the Golf Club, the main road north, and the town of Malabon (fare, first class ₱0.32).

### III

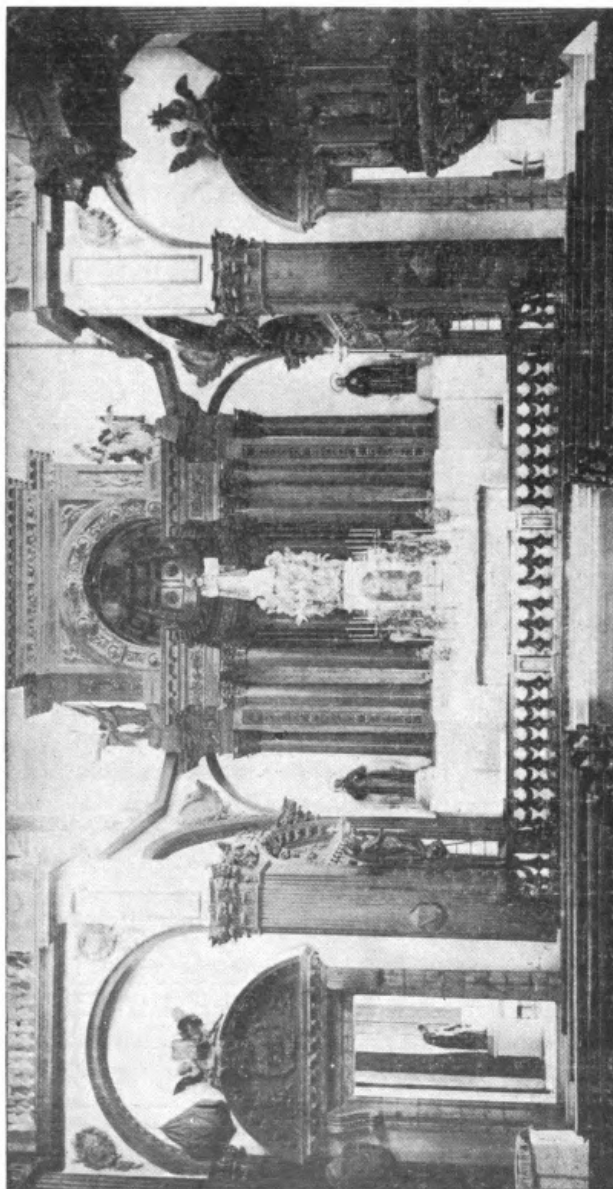
#### EAST.

(l) Cars marked **Singalong**:—The same route as (c) as far as the junction of Bagumbayan Drive and Taft Ave., thence through the completed portion of the latter, past or near the Normal School, new Girls' Dormitory, University Hall, General Hospital, Bureau of Science and College of Medicine; thence via Herran, San Marcelino, and San Andrés Sts., and Pennsylvania Ave. (Sandejas St.) to Vito Cruz St., through a portion of the district of Malate.

(m) Cars marked **Rizal Avenue**:—Escolta, Plaza Santa Cruz (Santa Cruz Church), thence via Enrile and Alcalá Sts., through a portion of the district of Santa Cruz, to Azcarraga St., near Bilibid Prison, thence through Rizal Avenue and Sangleyes St. (past or near Cervantes Park, San Lazaro Hospitals, San Lazaro Race-Track, and Chinese Hospital) to the city nurseries, Cementerio del Norte, and La Loma Church.

(n) Cars marked **San Juan**:—Escolta, Plaza Goiti (Monte de Piedad), Carriedo St., Plaza Miranda (Quiapo Church), San Sebastian St., Plaza del Carmen (San Sebastian Church), Alix St. to the Rotonda (Carriedo Fountain), Santa Mesa St. (Santa Mesa Station of Manila Railway, for Antipolo and Montalban), to Santa Mesa and San Juan Bridge.

(o) Cars marked **San Miguel**:—Escolta, Plaza Goiti, Echague St. (Quinta Market, Ayala Bridge, Hospicio de San José), General Solano St. (San Miguel Church), Aviles St. (San Miguel Brewery, Malacañang Palace), to the Rotonda.



Interior of the Jesuit Church, Manila.

(p) Cars marked **Rotonda**:—As far as the Rotonda by either (h), (n), or (o).

(q) Cars marked **San Marcelino**:—Santa Cruz Bridge and Bagumbayan Drive (c) as far as Concepcion St., thence via latter and San Marcelino St. (past or near Y. M. C. A. buildings, offices and shops of tram and electric light company, Manila Club, Germinal and Tabacalera Cigar Factories, to Nozaleda St., at Paco Cemetery, thence over the same route as (d) to Santa Ana.

A spur line from the Luneta connects (b) or (c) with the Government piers.

**WATER.**—It is of the first importance to remember that cholera and dysentery can only be taken into the system through the mouth, the usual medium being drinking water. The traveller should drink no water that he does not know has been distilled or boiled. In good hotels no special caution is necessary. It is particularly important to remember this warning refers to water used for cleaning the teeth as much as to that intended for drinking. Every hotel room should be supplied with a stoppered bottle of distilled water; if it is not found it should be demanded.

**WEIGHTS AND MEASURES.**—The official weights and measures of the Islands are those of the metric system. The old complicated Spanish and native standards are still used to some extent, but the only unit that the tourist is likely to encounter is the *vara*, a measure of length much used in connection with the native cloths, which are commonly made in pieces of 24 varas (i. e., about 22 yards, 1 vara being nearly 33 inches). Some knowledge of the metric system is necessary, as the average Filipino knows nothing of English weights and measures.



Bagobo musicians.

### PLACES OF INTEREST.

The "Places of Interest" have been divided into three sections, each arranged alphabetically:

1. In the Walled City.
2. South of the Pasig River.
3. North of the Pasig River.

Churches should be visited before 10:00 a. m. or after 4:00 p. m.

### WALLED CITY (INTRAMUROS)

The original Spanish Manila, and the oldest part of the modern city (1571), though there were native towns on the site prior to that time. It is about a mile long and half a mile wide, and is surrounded by a battlemented wall about two miles and a half in circuit; this is pierced by five gates, besides several gaps cut for streets; the Parian Gate on the east, the Isabela Gate on the north, and the Santa Lucia Gate on the west are especially well preserved and afford passage to important streets. The oldest existing parts of this wall date from about 1590. Around the wall is a strip of land, occupying the place of the original moat and glacis, which is being parked as rapidly as practicable; the completed portion has been laid out as athletic fields, which are extensively used. Without this strip, nearly encircling the wall, are broad avenues, the Malecon Drive on the west, Magallanes Drive on the northeast, and Bagumbayan Drive on the east, southeast, and south. On the northwest is Fort Santiago. The Walled City is no longer an important residential district, although, as it contains several government offices, many Americans have lodgings there, and there are several small hotels. Its principal points of interest have been mentioned separately. It should be noted that, though commonly known as the Walled City to Americans, its official name and the one best known to natives, is *Intramuros*, and the street cars passing through it are so marked.

**THE AQUARIUM.**—The aquarium of the Bureau of Science is situated in Manila on Calle Palacio within the bastion of the Puerto Real Gate of the old Walled City, and the grounds have been parked and are very attractive. The building is a substantial one-story structure of reinforced concrete and follows the outline of the old bastion, which is that of an irregular pentagon. It consists of a single corridor or tunnel, 85 meters (275 feet) long and 8 meters (25 feet) wide. There are twenty-seven exhibition tanks, each of which is faced with plate glass one inch thick set in solid iron frames 1 by 2 meters (3¼ by



6½ feet) and lighted by skylights one over each tank. The backs of the tanks slope so that there are no unlighted corners and practically all the light in the corridor comes through the tanks, which allows a most satisfactory view of the fishes. Louvers placed above the tank and in the opposite wall provide ventilation and render the corridor cool. Electric lights placed near the skylights provide light for evening displays. There are two large tanks about 12 meters (40 feet) in diameter outside of the corridor, one for crocodiles and the other for large fish, sharks or turtles, which may be seen from within the corridor and present a pleasing grotto effect. The storage tanks are provided with a capacity of 95,000 liters (25,000 gallons) of water. The closed circulation system is used. The water is returned to the supply tank from the aquaria through sand filters by means of an electric pump and the water is used over and over again. This is the same system as is used in the New York Aquarium. Each aquarium is equipped so it can be supplied with fresh water and air as well as salt water. The salt water pipe system is lined throughout with lead to prevent corrosion.

It is the intention of the Bureau of Science at all times to have a complete display of bright colored fishes, sea-anemones, crabs, sea urchins, star-fish, etc., and all such sea animals as are found in the tropical waters of the Philippines.

When fully equipped, the aquarium will be one of the best of its kind in the world. Stone steps lead up to the top of the old bastion wall from which a fine view of the harbor, shipping, Luneta and bay shore can be obtained.

After it has been stocked and until January 1, 1914; the aquarium will be open free to the public on Sundays and legal holidays. On all other days a fee of ₱0.20 will be charged.

**ATENEO DE MANILA.**—On Arzobispo St., between Real and Anda, in the Walled City, a large school, with some 1,200 students of various ages, conducted by the Jesuit Order; is about 50 years old, and was the place of education of many prominent men of the Islands; most of the instruction now given in English; contains a good museum of local historical, zoological, and ethnological objects, open to the public on Sunday mornings only from 9 to 11:30.

**AUGUSTINIAN CHURCH AND CONVENT.**—Generally known to natives as the Church of San Agustin; on the corner of Real and Palacio Sts., in the Walled City; oldest church, and probably the oldest building standing in the city (1599); portions of the convent are always open to the public, and other portions will generally be shown to male visitors calling in the latter part of the afternoon, when no special religious ceremonies are going on; this was one of

the largest convents in the Islands, and is said at one time to have housed 300 friars; the annex, across Real St., and connected with the main building by an overhead passage, is now occupied by the Bureau of Public Works.

**AYUNTAMIENTO.**—On Plaza McKinley, in the Walled City; properly the City Hall (Spanish *Ayuntamiento*, a city corporation), but occupied as the headquarters of the central government until the proposed Capitol is built; has been re-erected several times on the same site; cornerstone of former building, dated 1735, to be seen in entrance hall; on main stairway is statue of Juan Sebastian Elcano, who succeeded to the command of Magellan's fleet after his death and completed the first voyage around the world; the doors on either side of the statue lead to the Marble Hall, which is the session room (Oct.-Feb.) of the Assembly, the elective Lower House of the Philippine Legislature; the rest of the building is occupied by government offices, and contains little of interest.

**BUREAU OF EDUCATION.**—Headquarters of the public school system, on Cabildo and Recoletos Sts., in the Walled City; contains an Industrial Museum, shown to visitors on application during office hours (8 to 12 and 1 to 4), with a collection of specimens of the industrial products of the schools, and of the materials used.

**CATHEDRAL OF THE IMMACULATE CONCEPTION.**—Cathedral church of the Roman Catholic archdiocese of Manila; has been rebuilt several times on same site; present building dates from about 1873; the interior has been recently remodeled.

**COLLEGE OF SANTA ISABEL.**—On Palacio St., between Real and Anda, in the Walled City; the oldest educational institution under the American flag, and one of the oldest existing Christian schools in the Far East (1594); a Catholic institution for girls, originally endowed for the benefit of the orphaned daughters of Spanish officers and officials; not open to the public.

**FORT SANTIAGO.**—Forms the acute north-western angle of the Walled City; main entrance for vehicles is on Santa Clara St., at the foot of Palacio St.; pedestrians may enter the main works from the river end of the Malecon Drive; the oldest existing portions date from about 1591; contains various buildings, now occupied as the headquarters of the United States Army in the Philippine Islands, and a massive gate leading from Plaza Moriones into the fort proper, ornamented with curious reliefs.

**JESUIT CHURCH.**—Officially the Church of San Ignacio, on Arzobispo St., between Beaterio and Anda, in the Walled City; a modern structure (1889), with the interior elaborately adorned with carvings in native hard woods.

**PHILIPPINE LIBRARY.**—On Palacio St., between Santa Potenciana and Victoria, in the Walled City; contains large and exhaustive collections of books, pamphlets, and manuscripts relating to the Philippines, and a public reading room supplied with newspapers and periodicals. A subscription is charged for the privilege of removing books from the circulating department, but they may be consulted in the reading-room free. Open 9 a. m. to 9 p. m. except Sundays and holidays.

**RECOLETOS CHURCH.**—At the corner of Cabildo and Recoletos Sts., in the Walled City, erected about 1630.

**SAN JUAN DE DIOS HOSPITAL.**—On Real St., between Legaspi and Muralla Sts., in the Walled City. Founded about 1600, and probably the oldest existing Christian mission hospital in the East.

**SCHOOL OF HOUSEHOLD INDUSTRIES.**—On Cabildo St., between Real and Santa Potenciana, in the Walled City. A Government institution where adult native women are trained in embroidery, lacemaking, hat and mat-making, basketry, and other like handicrafts, with a view to their establishing properly conducted and profitable centers of those industries in the rural towns. Fine specimens of the work of the school are on exhibit and for sale. Should be visited in the morning.

**UNIVERSITY OF SANTO TOMAS.**—On Postigo St., between Solana St. and Plaza McKinley, back of the Ayuntamiento. The oldest educational institution of collegiate rank under the American flag, and probably the oldest existing institution of such character founded under Christian auspices in the East (1611). It is under the management of the Dominican Order, and women are not admitted to the premises, which include a well stocked, though somewhat poorly arranged, museum of local specimens representing various sciences (open to the public Sundays, 9 to 11 a. m.). The number of students is at present about 1000.

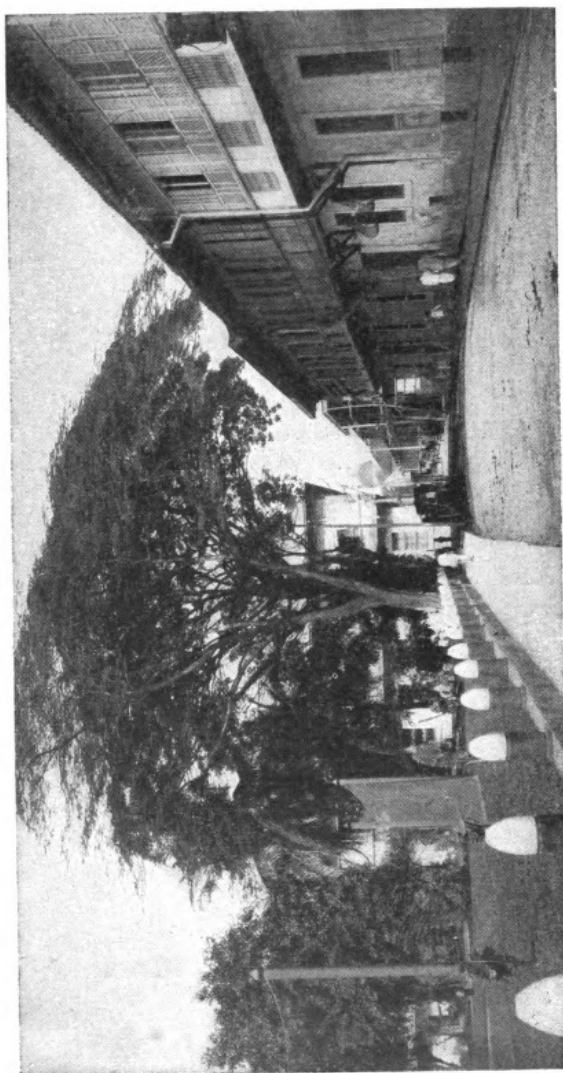
#### **SOUTH OF THE PASIG RIVER**

**BOTANICAL GARDEN.**—On the south side of the Pasig, near the Post Office, the Bridge of Spain, and the Santa Cruz Bridge, between Bagumbayan Drive and Arroceros St.; is a small but finely kept

Memorial Library

*Thos. Cook & Son*

*Page 42*



Calle Palacio in the Walled City, Manila.

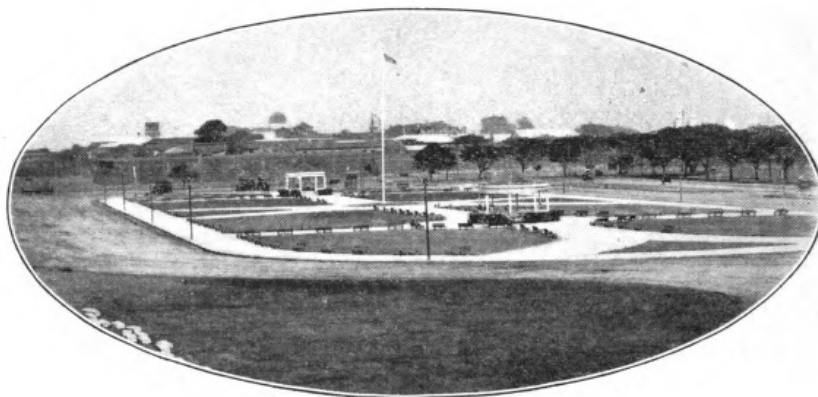
park, rather than a botanical garden, though the variety of vegetable species is very large for a tract of the size; contains also a small zoological garden, a bandstand, where the Constabulary, or a military, band plays on certain nights of the week, and a statue of Sebastian Vidal, a Spanish botanist, who built up the original garden.

**BUREAU OF SCIENCE.**—Headquarters of the scientific work of the government on Herran St., near the corner of Taft Ave.; contains a scientific library, and large collections of specimens and models illustrating various branches of science, most of which are shown to visitors on application during office hours (8 to 12 a. m. and 1 to 4 p. m.). There is also to be seen here a collection of more than 12,000 photographs of subjects relating to the Islands, of most of which prints will be made to order for visitors on a few days notice.

**CATHEDRAL OF SAINT MARY AND SAINT JOHN.**—Cathedral church of the American Protestant Episcopal Missionary District of the Philippine Islands (Rt. Rev. Charles H. Brent, Bishop); services at usual times; to the right is the residence of Bishop Brent, and beyond that the Columbia Club, which, though unconnected with any denomination, occupies a building presented to it and furnished for it through his efforts.

**FORT SAN ANTONIO DE ABAD.**—On the bay shore, near the south-western corner of the City, and at present almost surrounded by the buildings of the Land Transportation Office of the Quartermaster's Department of the United States Army; is at the point where the American troops landed to take possession of Manila, August 13, 1898; will shortly be on the completed section of the Cavite Boulevard, and the surrounding land will ultimately be cleared and parked.

**LUNETTA.**—A small elliptical park, near the bay shore, at the southwestern corner of the Walled City, and the foot of Bagumbayan Drive; contains a band stand where concerts are given several evenings a week (exact hours and programs announced in the press), when it becomes the chief gathering place of the city's population. Just inland is the tract of land known as Wallace Field, now used for sports and, every February, as a site for the annual Carnival;



The Luneta, Manila.

it was in Spanish times the place for the execution of political prisoners, and among the victims was the Filipino surgeon, novelist, and patriot, Dr. José Rizal (1861-1896), to whom a monument has recently been erected on the Luneta; the same tract has been selected as the site for the proposed Capitol buildings. To seaward of the Luneta is a park known as Burnham Green, named after the architect who planned the recent civic improvements in Manila, and between that and the bay will be laid out a new and enlarged Luneta. The land on the north side of Burnham Green is occupied by the Manila Hotel, the south side by the Army and Navy and Elks Clubs, and the southeast corner by the University Club. About the middle of the south side is the city end of the boulevard planned to run along the bay shore to Cavite (16 miles), of which the first section, within the city limits, is now nearly completed.

**NORMAL SCHOOL.**—On Taft Avenue, a short distance from Bagumbayan Drive; the central institution for the training of public school teachers; departments of especial interest connected with the industrial work; visitors welcomed between 8 and 12 a. m., during the school year (June-March).

**OBSERVATORY.**—This, the central office of the Philippine Weather Bureau, on Padre Faura St., opposite the end of Nebraska St., is merely rented by the government, having been founded in 1865 by the Jesuit Order, trained members of which, who have been



enrolled in the Civil Service, still conduct the work. It is one of the oldest and most efficient modern meteorological and astronomical institutions in the Far East, and is especially noted for its work in connection with typhoons and earthquakes.

**PACO CEMETERY.**—On Nozaleda St., at the junction of San Marcelino St., an unusually large and well planned burial place, built on a plan which resembles that of the Campo Santo of an Italian city and of which, owing to the low land on which the city is built, there are a number of other local examples; built in 1810. There are two concentric circular walls in which are some 1,800 niches for the receipt of caskets; also a small chapel. In the outer ring, to the left of the main entrance, is the original burial place of Dr. José Rizal. Owing to the political persecutions going on at his death, his initials (J. P. R.) are reversed on the cross (R. P. J.) to avoid calling attention to his grave. The niches are ordinarily rented for five-year periods and, as the rent is seldom paid a second time, the remains are then removed; formerly the bones thus cast out were thrown into a charnel pit at the back of the chapel, where they were visible to the public.

**PHILIPPINE GENERAL HOSPITAL.**—On Taft Avenue, between Padre Faura and Herran Sts. The largest and most completely fitted institution of the kind in the Far East, built 1908-1910. In connection is a dispensary, which treated 60,000 cases in 1912, and a large and efficient school for training male and female native nurses. Within practicable limits, visitors are shown over the buildings in the afternoon, on application at the office.

**SALES AGENCY.**—On Twenty-Fifth St., in the Port District, back of the Manila Hotel. A government office engaged in organizing and providing a market for the handicrafts and household industries of the Islands; contains a retail department, where curios, native textiles, embroideries, hats, mats, baskets, etc., some of which are not to be had elsewhere in Manila, may be purchased.

**SCHOOL OF ARTS AND TRADES.**—On Arroceros St., opposite the Botanical Garden. An advanced institution for boys, giving training chiefly in the building trades, woodworking, metal-working, wheelwrighting and pottery. The quality of the work is high

and products are generally on sale, though no stock is kept. The small articles of the fine native hard woods are likely to be of especial interest to visitors. Should be visited in the morning.

**UNIVERSITY OF THE PHILIPPINES.**—A government institution embracing Colleges of Liberal Arts, Law, Engineering, Medicine, Agriculture, Veterinary Medicine, and Fine Arts. The central building, University Hall, containing the first three of these departments, is on Padre Faura St., between Taft Ave., and San Antonio, and nearly opposite the Observatory. The College of Medicine and Surgery is on Herran St., next to the Bureau of Science building. The College of Veterinary Medicine is in Pandacan, a suburb), and the College of Agriculture at Los Baños. The number of students, excluding the School of Fine Arts, which is not altogether of university grade, is at present about 750.

**YOUNG MEN'S CHRISTIAN ASSOCIATION.**—The main building, which is for Americans and Europeans, stands on Concepcion St., near Bagumbayan Drive and Taft Avenue, and back of the City Hall. The building is of interest on account of its very complete equipment, and visitors are always welcome, and will be rendered every practicable assistance. Another and larger building for native students is now under construction on an extension of Arroceros St., back of the present building, and between it and the Normal School. A third, for natives in commercial life, is to be built on another site.

#### **NORTH OF THE PASIG RIVER.**

**BILIBID PRISON.**—On Azcarraga St., just east of Rizal Avenue, the central penitentiary of the Islands, and one of the largest and best managed institutions of the kind in the world. The average number of prisoners is about 3000. The main part of the prison, which altogether covers twenty acres, consists of well ventilated wards radiating from a central tower, cells being little used. There is a fine hospital, a school, and a highly developed industrial department where prisoners are taught trades, with excellent results. Such parts of the institution as are shown to visitors may best be seen by attending at the retreat, which takes place at 4:30 every afternoon; the prisoners are reviewed, put through

calisthenic exercises, and a large band, composed of prisoners, plays, in sight of the visitor. The sales room of the industrial department (see under "Shopping") is open from 8 to 12 a. m. and 1 to 4 p. m.

**CEMENTERIO DEL NORTE.**—North Cemetery, the principal public garden cemetery of Manila, at the end of Sangleyes St., on the extreme north boundary of the city; is reached by a drive running through the City nurseries, which are a very delightful part of the city containing a large variety of tropical palms, trees, shrubs and flowers; near the further side is La Loma Chapel which frequently serves for funeral services; just before reaching the main entrance is seen, to the left from Sangleyes St., the Chinese Cemetery.

**ESCOLTA.**—The principal retail business street, running parallel with the north side of the Pasig, and about a block away from it, between Plaza Moraga (near the northern approach to the Bridge of Spain) and Plaza Goiti (at the northern approach to the Santa Cruz Bridge); at the former point is the hub of the street car system; all the principal American, European, and Indian shops, and many professional and company offices, are on this street, or the adjacent squares.

**MALACAÑAN PALACE.**—The residence of the Governor-General of the Philippine Islands, on Aviles St., with gardens bordering on the north bank of the Pasig. The grounds are a public park, and certain rooms of the building will be shown to visitors on application to the policeman on guard at hours to be ascertained. The building is unpretentious, but tastefully decorated, and contains an historical painting by Juan Luna, a native artist of some European reputation.

**PHILIPPINE MUSEUM.**—On Juan Luna St., between Hormiga St. and Plaza Binondo; contains (downstairs) collections representing the economic resources of the Philippines, especially complete as regards the forests; (upstairs) a large and complete anthropological and ethnological collection, representing chiefly the Mohammedan and Pagan tribes. Open to the public, admission free, from 8 to 12 a. m. and 1 to 4 p. m.

**ROSARIO STREET.**—Runs inland and north from Plaza Moraga, at the western end of the Escolta, to Plaza Binondo. Forms the heart of the Chinese quarter of Manila, and is bordered by blocks of small Chinese stores, mainly dry goods on the east and hardware and miscellaneous goods on the west side.

**SAN FERNANDO.**—Runs in a westerly direction from Plaza Binondo, and at right angles to Rosario St. Its interest to visitors lies in a block of small shops, kept by native women, on the south side; these form a sort of bazar, which is the principal market in the city for native textiles and embroidered goods.

**SAN SEBASTIAN CHURCH.**—On Plaza del Carmen, at the junction of San Sebastian, San Rafael, and Alix Sts.; visible from the eastern end of Azcarraga St. A modern building, of interest on account of its peculiar construction, being built like a battleship of steel frames and plates, a novel experiment in earthquake-proof construction.



Pasig River Scene.

## THE BEST WAY TO SEE THE SIGHTS OF THE CITY.]

The two following trips are so planned that, taken together or separately, they will enable the visitor to see the points of greatest interest in one day. The more important places mentioned are described at length under the heading of "Places of Interest."

**MORNING EXCURSION.**—Leave Cook's Office (Manila Hotel) 9:00 a. m. passing on the right the Luneta, with its monument to Dr. José Rizal, and on the further side The Elks and the Army and Navy Clubs, down Bagumbayan Drive, and turn to the left into the Palacio Street entrance to the Walled City; just outside the wall will be noticed the bastion, which is being converted into an aquarium to be opened to the public the latter part of the present year (1913). Passing through the gate in the wall and down Palacio to San José Street on the right, turn to the left into Cabildo Street, passing the Recoletos Church (1630) and the Bureau of Education building, the headquarters of the public school system. To the left is the Bureau of Agriculture, and on the other side of the building the Philippine Library. Crossing Solana Street and passing round the Franciscan Church, along Muralla Street, we see the Parian Gate, the best preserved of the old city gates, up Real Street until Palacio Street is reached again; at the corner is the Augustinian Church and Convent (1599) where a stop should be made. Down Palacio to the right, passing the college of Santa Isabel (1594) on the left, and St. Paul's Hospital on the right, into Arzobispo Street, where a visit is made to the Jesuit Church, beyond which is the Palace of the Roman Catholic Archbishop of Manila. Again to the right into Postigo Street, passing the Audiencia or Court House, to the Cathedral. It is but a few steps across the little park which occupies the centre of Plaza McKinley to the Ayuntamiento, used as the headquarters of the central government. From the north side of the Park into Fort Santiago, through which vehicles can pass, leaving at the foot of the Malecon Drive, outside the wall; this leads back again to Plaza McKinley, where a turn is made to the left into Postigo Street, at the end of which is the Dominican Church and Convent. Continue down the Plaza España, into the Magallanes Drive along the N.E. side of the Walled City, past the Bridge of Spain and Santa Cruz Bridge, skirting the Botanical

Garden, Division Hospital, and Y. M. C. A. building, to Taft Ave., leading to Isaac Peral St.; at the corner are visible the Columbia Club, the Cathedral of Saint Mary and Saint John (Protestant Episcopal) and the buildings of the Philippine General Hospital; thence to the Paco Cemetery and through Herran to the suburb of Santa Ana, returning via Malate taking in the principal residential sections, through the town of Pasay to the grounds of the Manila Polo Club, whence the return to the Hotel is made, passing Military Plaza and Observatory.

Time by automobile, 3 hours, including the following stops:

Augustinian Church, ten minutes.

Jesuit Church, ten minutes

Cathedral, ten minutes.

Ayuntamiento, ten minutes.

Paco Cemetery, ten minutes.

**AFTERNOON EXCURSION.**—Leave Cook's Office (Manila Hotel) 3:00 p. m., down the Bagumbayan Drive, over the Bridge of Spain, into Plaza Moraga at the foot of the Escolta, leading to Plaza Binondo, on the right hand side of which is the Binondo Church, the headquarters of the Constabulary, and other government offices. Leaving Plaza Binondo by San Fernando Street, passing on the left a block of shops forming a small bazaar where native cloths and embroideries are sold, we turn into the Muelle de la Industria, a quay extending a considerable distance along the North Bank of the Pasig. The Custom House is visible a short distance up the river, and nearby the Captain of the Port's Building. The next point of interest is the Divisoria Market, the largest in the city, and interesting as showing the visitor what a great market in the tropics is like. Via Azcarraga St. we pass into the heart of the Tondo District where the life of the native working classes may be seen to advantage. Here can be seen some of the problems of sanitation with which the government has to deal, and certain methods used to solve them such as the cutting of new streets, etc. Continuing down Sangleyes Street, passing on the right the hospital maintained by the Chinese Community, and on the left the Chinese Cemetery, we enter the city nurseries, and beyond these the Cementerio del Norte (North Cemetery), the only modern garden cemetery in the City, with the picturesque La Loma Church



which serves as a funeral chapel. A circuit of the nurseries and cemetery is made over an excellent loop road. The return journey is made down the entire length of Azcarraga to Alix St., arriving at Bilibid Prison at 4:30 p. m. to witness the ceremony of retreat, a most impressive sight. Leaving Bilibid, down Alix Street, to the square known as the Rotonda, in the middle of which is the fountain erected to the memory of Francisco Carriedo, who, in the eighteenth century, left the money with which the original water system of Manila was built. From the Rotonda through the attractive residential suburb of Santa Mesa to San Juan Bridge, where the first fighting of the insurrection against the American Government occurred in February, 1899. To the left of Aviles Street on the river is Malacañan Palace, the residence of the Governor-General, thence through a commercial section of the city, down the Escolta, across the Bridge of Spain, and via the Bagumbayan Drive to the Manila Hotel.

Time by automobile 2½ hours, including the following stops:  
 Divisoria Market, 15 minutes.  
 Bilibid Prison, 40 minutes.



Benguet Igorot girls

Special arrangements have been made for our clients taking the morning excursion on Tuesdays and Fridays to be shown over one of the principal tobacco factories: cards of admission on application.

The inclusive charge for a car for a party of one, two or three persons, with an English speaking guide, is

For Morning Excursion, . . . . P20.00.

For Afternoon Excursion . . 17.00.

Rates for larger cars quoted on application.

### THE ENVIRONS OF MANILA

The environs of Manila offer the finest motor trips in the Far East. We have arranged a series of excursions by automobile to the chief points of interest, and with each car send an English-speaking guide. Full details as to the routes traversed are shown in special pamphlet entitled "How to see Manila," and the arrangements are only briefly dealt with here.

**ANTIPOLO.**—Via Fort McKinley and Mariquina Valley. Famous as the shrine of the statue of our Lady of Peace and Good Voyages. Excellent Hotel.

Round trip 4 hours:

3-passenger car with guide.....	P26.00.
4-passenger car with guide.....	34.00.
5-passenger car with guide.....	42.00.

**MONTALBAN GORGE AND WATER WORKS.**—Via Fort McKinley, Pasig, and San Mateo. The road round the base of the hills is very picturesque, and Montalban Gorge is said to be one of the most remarkable natural features of Oriental scenery. The dam is built at the bottom of a cleft in a huge dike of limestone, which forms two natural abutments 1,000 feet in height. The best time to visit the Gorge is in the late afternoon, starting the return trip at 5 o'clock to enjoy the sunset.

Round trip 4 hours.

3-passenger car with guide.....	P26.00.
4-passenger car with guide.....	34.00.
5-passenger car with guide.....	42.00.

**LOS BAÑOS.**—Via Parañaque, Alabang and Calamba. One of the best surfaced roads in the World is that recently constructed to Los Baños ("The Baths") which owes its name and importance to the hot mineral springs which abound in the neighborhood. The road passes Las Piñas Church, famous for its bamboo organ, and proceeds through rolling lands to Alabang where the government



One of the new first class roads.

has an agricultural farm and cattle breeding station. Beyond Alabang is seen the broad expanse of Lake Bay. There is an excellent hotel in Los Baños.

Round trip 4 hours.

3-passenger car with guide. ....	P26.00.
4-passenger car with guide.....	34.00.
5-passenger car with guide.....	42.00,

Passengers using car for a longer period than engaged for will of course be charged the extra due on their return.



Kilometer 44 Atimonan-Gumaca road along beach.

### THE MAIN MANILA SOUTH ROAD SYSTEM

The road from Manila to Atimonan is a magnificently constructed speedway passable for automobiles at all times. This road is unsurpassed in the Philippine Islands for the diversity and richness of crops grown nearby, historical interest and scenic beauty. A round trip may be made by automobile in one day, with an early start from Manila. A more satisfactory way, however, is to leave Manila in the early morning, run through to Atimonan and return to Los Baños for the night, arriving in Manila next day.

Leaving Manila towards the south the road passes through the new country residence district and the beautiful grounds of the Manila Polo Club, the fish ponds and salt beds of Las Piñas, which supply Manila with these staple food stuffs, and through a magnificent bamboo avenue to the government experimental stock farm at Alabang, arriving at Los Baños, a distance of 65 kilometers or 41 miles from Manila. The famous Isuan aerated water is bottled at this place, taken from hot springs. Magnificent medi-

cated baths, both hot water and vapor, are in Los Baños, as well as a private sanitarium and hotel. Next beyond Los Baños is the Government Agricultural College; the road continues around the base of Mount Makiling, through Bay, Calauan and San Pablo, the center of the coconut culture in Laguna Province and the richest town, per capita, in the Philippine Islands, onward to Tayabas province. Passing through the highly developed agricultural regions of Tayabas province, Lucena, the capital, is reached. Between Lucena and Atimonan on the Pacific Coast the coastal mountain range is passed through primeval tropical forest. Crossing this coastal range, a magnificent view to the south and west over the China Sea is obtainable. No road of the same length in the Philippine Islands will equal this for general interest to the traveller nor show as great diversity of tropical products, both natural and cultivated.

**Manila to Atimonan.**—179 kilometers or 112 miles.

#### COMBINED LAUNCH TRIP TO LOS BAÑOS AND PAGSANJAN

A delightful launch excursion to Los Baños and Pagsanjan, via the Pasig River and Lake Bay, can be made in two days, the itinerary being:

1st day 8:00 a. m. lv. Manila.

“ “ 1:00-2:00 p. m. arr. Los Baños.

“ “ 6:00 p. m. lv. Los Baños.

“ “ 9-10 p. m. arr. Pagsanjan—sleep on board.

2nd “ 8:00 a. m. bancas to celebrated Pagsanjan Gorge and Rapids.

“ “ 1:00 p. m. lv. Pagsanjan.

“ “ 8:00 p. m. arr. Manila.

The cost varies according to the number in party, launch chartered, etc. Full information will be gladly supplied on application, and all arrangements can be made through our Offices.

#### TAAL VOLCANO

TAAL, the “cloud maker” as the natives of Batangas speak of it, is perhaps the greatest scenic asset of the Philippine Islands. It consists of an active crater near the center of a low island, not over  $5\frac{1}{2}$  miles in its longest diameter. The whole is situated a little

west of the center of a lake about 17 miles long and  $10\frac{1}{2}$  miles wide, known as Bombon, and lies about 33 miles due south of Manila.

At the time of going to press the road from Tanauan has been surveyed and will be built in the near future, when the journey will be made without any discomfort.

### SOME PLACES OF INTEREST ON THE MANILA RAILROAD

**SIBUL SPRINGS.**—(Cold sulphur baths.) This popular health resort in the eastern part of Bulacan Province may be made the objective of a comfortable two-day trip from Manila.

Rail, Manila-San Miguel de Mayumo (change at Bigaa), 1st class fare, single, ₱3.72. From the railway station to Sibul Springs 8 miles by good road—journey made by automobile ₱1.00 per passenger.

#### HOTELS.—

INTERNATIONAL.

THE SIBUL.

THE SHELBOURNE.

**LOS BAÑOS.**—(Hot mineral springs.)  $2\frac{1}{2}$  hours from Manila, by rail—three trains run each way daily, 1st class single fare, ₱3.28. LOS BAÑOS HOTEL AND SANITARIUM.

**ANTIPOLO.**— $1\frac{1}{2}$  hours from Manila by rail—four trains run each way daily. 1st class single fare, ₱1.90. HOTEL ANTIPOLLO.

**PAGSANJAN.**—Four hours from Manila by rail—three trains run each way daily. 1st class single fare, ₱4.98. HOTEL ABELLA.

**DAGUPAN**, on Lingayen Gulf, at the former northern terminus of the railroad and still a commercial centre of some importance. There is a splendid road to Lingayen, the capital of Pangasinan, a pleasant town with a large foreign colony.

Hotel Dagupan 3 minutes walk from the station. 1st class single fare, ₱9.21. During the rainy season Dagupan is the starting point for the automobile service to Baguio.



### FORTHCOMING EVENTS

**THE PHILIPPINE CARNIVAL.**—Feb. 7th to Feb. 15th, 1914, both dates inclusive. The forthcoming Carnival promises to be the best that has yet been held and already arrangements are well in hand. It will be largely spectacular, consisting of the Hippodrome, a sham battle, drilling of troops, evolutions, etc., fireworks and a spectacular performance "Fighting the Flames." There will be numerous minor attractions, also athletic sports of various kinds. Several very handsome balls will be given, one or more of which will be in full mask.

**THE PHILIPPINE EXPOSITION.**—The Exhibition is expected to open on Jan. 31st and to close on February 14th, 1914.

It is the intention to make the Philippine Exposition of 1914 the largest and best ever held in the Philippine Islands. A particularly beautiful and adaptable site for the Exposition has been selected, being the most area between Bagumbayan and the old city wall, extending from Nozaleda St. to the Bridge of Spain. Being, in a measure, a forerunner of the Philippines Exhibit at the Panama Pacific Exposition, it is the intention to make it as representative as possible of the products, resources, etc., of the entire Archipelago.

The following Bureaus will make comprehensive exhibits: Bureau of Education, Bureau of Forestry, Bureau of Printing, Bureau of Science, Bureau of Public Works, Bureau of Internal Revenue, Bureau of Agriculture, Bureau of Health, Bureau of Navigation, as will also the City of Manila.

Machinery Hall, which will also house the automobile exhibit, will be one of the main features of the Exposition. There will also be a Commercial Building, in which will be seen the exhibits of the principal commercial companies in Manila and other parts of the Islands.



The Zig-zag, Benguet Road.



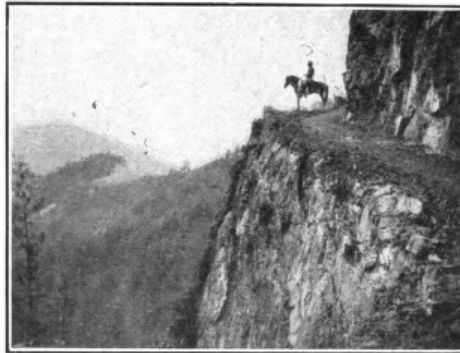
A view out of the Boulder Cave near Camp 3, Benguet Road.

## BAGUIO.

**A**BOUT 160 miles to the north of Manila, nestling high up among the Benguet Mountains, is Baguio, the mountain capital of the Philippine Islands, a garden-city that has in less than ten years progressed from a native village of rude huts to a highly developed mountain resort and the summer capital of the Government of the Philippines. Most of the public utilities common to our large cities are to be found here comprising steam laundries, an electric light plant, water and sewer system, telegraphic communication with the world, a telephone system which also connects with the lowlands 25 miles away, market, automobile fire brigade, hospital, library, observatory and weather-bureau, automobile bus service, theatre. There are also well-equipped hotels, a Country Club, golf links, Gun club and Polo ground where international matches are held, athletic fields, tennis courts and several baseball diamonds.

Baguio may be reached from Manila either by railroad to Camp One (130 miles) and thence by automobile (25 miles), or by road (202 miles). The railroad into Baguio from San Fernando on the China coast (easily reached from Manila by rail, boat or road) is fast nearing completion, and when finished will offer one of the most beautiful railroad rides in the world.

The railroad journey from Manila to Camp One is made across the central plain of Luzon and passes through several rich and fertile provinces where tropical vegetation is seen at its best. From Camp One (elevation 300 feet) the scenery rapidly changes as the elevation increases; a height of 5,000 feet is gained in twenty-two miles, and as the trip is made in speedy automobiles, the variation in temperature is markedly felt. Shortly after passing Camp Four (1,975 feet), the pine belt is reached and the air becomes suffused with the pleasant odor of balsam. At Camp Colgan the ascent of the famous zig-zag begins; here a climb of over one thousand feet is made by zig-zagging up the mountain side; when the summit is reached one may look far down upon the road passed over but a few minutes ago. The panorama unfolded before the traveller while winding up the zig-zag is most fascinatingly beautiful and interesting. Another long but steady climb and Baguio is reached, and the change from the wild and grand scenery of the Benguet Road to the busy thoroughfares and modern buildings of Baguio is truly astonishing.



Mountain Trail above Baguio.

Baguio ranges in elevation from 4,500 to over 5,500 feet and is surrounded practically on all sides by high mountain ridges and "hogsbacks" towering into the skies to almost 8,000 feet.

Save during the months of July, August and September, the climate of Baguio is ideal, the temperature ranging from 84.7 F. (the highest ever recorded) to 37.4 F. (the lowest ever recorded). The daily variation in temperature, however, is remarkably small and far less than that in the Philippine lowlands. Not only is the mountain air rich in ozone, but it has been demonstrated to be extraordinarily free from germs of all kinds. The delightfully cool climate of Baguio makes active outdoor exercise comfortable and

insures speedy restoration to health and vigor of those suffering ill effects from tropical heat.

There are several Livery Stables and Garages. The Government Garage is probably the largest and most up-to-date Garage in the Far East, having a complete machine and carpenter shop, a vulcanizing department and over forty automobiles, among which are 8-cylinder DeDions, Buicks, Hupmobiles, Stoddard-Daytons, Thomas Flyers, Stanley steam mountain wagons, etc.

In addition to the many miles of first class roads in the Baguio townsite, hundreds of miles of perfect road may be reached either by the Benguet Road or by the Naguilian Road which follows closely the route taken by the railroad now entering Baguio. A number of excellent horse trails, maintained by the Insular Government, afford communication with neighbouring provinces. Of the latter, the most noteworthy is the Mountain Trail from Baguio to the North. This trail attains an altitude of 7,500 feet above sea level and reaches the oak forests which are found above the pines. Those desiring to take one of the most wonderful horseback rides in the world may go to Suyok and Cervantes by the Mountain Trail, thence by excellent trail to Bontok, continuing the journey over the Mount Polis range to Banaue and Kiangang returning to Baguio via Bayombong and Tayug. On this trip one sees wonderful tropical vegetation, magnificent mountain scenery, strange wild peoples, and the most remarkable terraced mountain sides in the world. It may be made in perfect safety and with entire comfort, as rest houses have been provided by the government at reasonable intervals on all important main trails.

Baguio is indeed a place where the East and West meet. Into the market on Sunday morning you will see stalk a line of bronzed Igorots from the north. Their long hair with their brass earrings proclaim the fact to any one, who knows, that they come from the distant towns of Kiangang or Labuagan, while their spears and head axes show they have not yet learned that even a child may pass over the mountain trails without being harmed in a country controlled by America. These naked Igorrots may stand beside a great French touring car belonging to some of the European residents of Baguio, and the spear of the Igorrot is as much an object of envy to the European as the latter's umbrella is to the wild man. It may be said with certainty that there are more languages spoken in Baguio

on market day than in any place of its size in the world. Not only are there the Igorots with their many dialects ranging from the mountain chiefs of the north to the more simple Nabaloi farmers around Baguio, but there are also Tagalogs from Manila, the Ilocanos who are the great traders of the mountain province bringing their wares up from the lowlands, and then the Chinamen, the Japanese, Sikhs and other Orientals; together with them the American miners, the government officials, English, French, Spanish and German residents, all meeting and talking together impelled by the common desire to buy food. And the food varies too. There are fruits and vegetables of the tropics brought up from the lowlands, side by side with green peas and strawberries grown in Baguio and the vicinity; an enterprising native may be selling hot coffee and rolls while his brother close at hand has for sale to some hungry Igorots six dogs "on the hoof." The Baguio market is indeed cosmopolitan.

Right above the market is Constabulary Hill, where the young Americans who come out as officers in the Philippine Constabulary are given a three-months' training before being sent off to their lonely posts throughout the islands. Then to the west one sees against the sky line a long range of buildings built by the Jesuits, including their Baguio Observatory. The Jesuits are the official Weather Bureau of the Philippine Government, and their splendidly equipped observatories at Manila and Baguio, aided by reports from their various stations throughout the islands, enable them to give accurate weather observations. On the hill, above Mirador (the Jesuit Observatory), is another long building, the Rest House of the Dominican Fathers built of solid concrete at a cost of nearly £20,000; the Dominican Fathers have come to learn how much it increases the efficiency of their workers to give them a month or two of recreation in the Baguio air.

Camp John Hay, the army post of Baguio, is one of the beauty spots of the Mountain Capital. Its location is easily supreme and much care and money has been spent in beautifying the reservation. At present only a small number of troops are kept here, but there is ample provision for officers and their families who come up to Baguio during the hot season, and Camp John Hay is a center of much delightful social life. General Bell, to whom much of the beauty of the post is due, happened one day to discover extra-

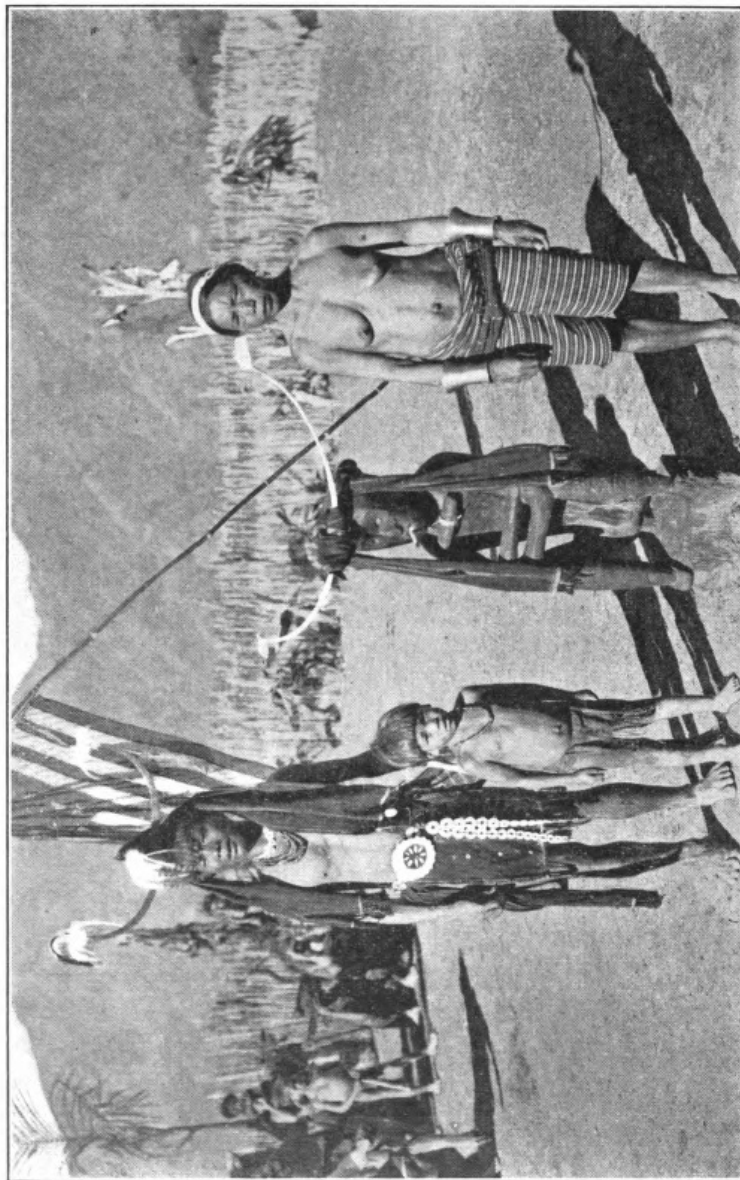


ordinary acoustic properties in a hollow behind his house at the post and he has constructed there a natural open air amphitheatre, a place of unique beauty. Much time was spent in its construction and the detail of it represents a triumph of Igorrot labor supervised and controlled by a master mind. The General's idea is to provide a meeting place for the entertainment and edification of the people of all nations who come to Baguio.

From Camp John Hay it is just a step to the Country Club, with its excellent golf course and attractive clubhouse. On the hill above the golf course is the Mansion House, the official residence of the Governor-General, and further up on the ridge is "Topside," a private house built by Mr. Forbes before he became Governor-General. Below the Mansion House, beyond the golf links, is the Polo field. Governor-General Forbes is an enthusiastic polo player and by maintaining a splendid string of ponies and by making possible the keeping in repair of polo fields at Manila and in Baguio, he has done much to promote this game in the Philippines. Every season the tournament between the Civil Government teams and the teams from the cavalry regiments attracts much attention.

In the ravine below the polo field is Teachers' Camp, an institution which has done much to increase the efficiency of the American teachers who are working all over the islands. As soon as the school vacation begins, the teachers flock to Baguio, and living in tents or in little cottages around the central mess they lead a life that combines physical recreation with mental activity. Men of intellect and intelligence and of world-wide reputation in scholastic circles address their assemblies, and then in the afternoons the Teachers' Camp athletic field, one of the finest in the islands, is crowded with American and Filipinos competing in various athletic sports.

On the other side of the ravine, on the top of the hill, stands the Baguio School, established by Bishop Brent for sons of Americans living in the Orient. This school is one of the permanent institutions in Baguio, open for eleven months in the year. It makes it possible for Americans in the army or in the civil service to bring their families out to the Orient assured that their sons may receive an excellent education in a climate about as healthy for the growing boys as the world affords.



Guined, with his wife and son, Lamut, Iugao family.

There are many private residences in Baguio, some of which are surrounded by flower gardens. American roses and violets grow in profusion under the intelligent care of flower lovers; and for a person who has been wandering long around the world it is a real bit of home to be entertained by some of the Americans in Baguio who have surrounded themselves with the atmosphere of the home country.

A stay in Baguio is not complete, however, without taking one or more of the short trips so easily possible. A visitor who is interested in the Igorots should surely see one of the Igorot schools, the Bua school for Igorot girls, known commonly as "Mrs. Kelly's school," or "Easter School," established by Bishop Brent for Igorot boys and girls. At both these schools attractive weaving is done by the children and one may get souvenirs of various sorts. Trinidad Valley is a short drive and one may see there vegetables grown for the Baguio and Manila markets and the stock farm run by the Government for studying and improving breeds of native cattle and horses. The gold mines around Baguio are easily reached, and though not all are in operation, there is plenty of gold hidden in the hills.

Mount Santo Tomás overlooking Baguio is a climb that any one may undertake. Its approximate height is 7,500 feet and from it one may get a view of all the nearby mountains, of Lingayen Gulf, and the China Sea, and the broad rice lands south toward Manila. It is possible to climb to the top and back in a single day as one may reach the summit from Baguio in four hours walking. In order to get the best view, however, one should make the climb in the afternoon and spend the night on the top, returning the next morning. This gives a chance to see sunset and sunrise, and as the view is apt to be cloudy in the middle of the day, it is much better to have an early morning hour at the top rather than in the middle of the day. The Government has made this trip easy and comfortable by maintaining a Rest House at the top where one may get a comfortable lodging and meals at any time. The trail is a good one, and if one does not want to walk, native ponies or even American horses may be ridden to the top.

There are many long trips to be taken from Baguio, either down the Naguilian trail to the lowlands or up the mountain trail to the Igorot country to the north. Even if one does not want to

attempt a two-weeks' trip to Bontoc and Banaue it is very pleasant to go up to Haight's place about 35 miles out on the mountain trail and spend a day there on the top of the mountain (7,500 feet).

The following table shows average maximum, minimum, and mean temperatures for each month of the period from January, 1902, to January, 1908:

**EXTREME AND MEAN MONTHLY TEMPERATURES  
AT BAGUIO, 1902-1908.**

Month.	Average Maximum		Average Minimum		Average Monthly	
	°F.	°C.	°F.	°C.	°F.	°C.
January.....	75.1	23.9	50.2	10.1	63.3	17.4
February.....	75.4	24.1	45.8	7.5	61.6	16.4
March.....	77.5	25.3	49.4	9.7	64.1	17.8
April.....	78.2	25.7	51.9	11.	65.7	18.7
May.....	77.7	25.4	54.	12.2	66.2	19.
June.....	77.	25.	56.8	13.8	66.2	19.
July.....	75.9	24.4	55.9	13.2	65.4	18.5
August.....	76.	24.5	54.9	12.7	65.1	18.4
September.....	75.2	24.	56.	13.3	65.2	18.5
October.....	76.4	24.7	53.8	12.1	65.1	18.4
November.....	76.4	24.7	49.8	9.9	64.1	17.8
December.....	76.1	24.5	50.3	10.2	64.1	17.8

No account of Baguio in the Mountain Province of the Philippines or of any similar territory should omit to call attention in the most emphatic manner to the extremely important part which those portions of the Tropics situated at high altitudes are already playing and are likely to play to an even greater extent in the future in the civilization and economic advancement of the hotter regions of the globe. The discovery that white men in such climates need periodical relief from the unaccustomed temperature was not, of course, made for the first time in the Philippines, or by Americans; nor was it they who first realized that the desired change could be secured to a very great extent by developing mountain resorts, either primarily for recreation or as a location for the seat of Government for at least a portion of the year. A number exist outside of the Philippines, of which Simla, in India, is undoubtedly the best known, though Buitenzorg, in Java, is probably the oldest. Americans in the Philippines, however, are to be credited with seizing the idea at

a very early stage of their work and of carrying it out on a comprehensive scale. In the pine country of the subprovince of Benguet they had a territory which was in many respects ideal for this purpose. What its attractions for the tourist and the summer resident are has been set forth in the foregoing pages. The splendid system of trails, in addition to their inestimable services as agents of civilization to the native tribes, add immensely to those attractions.

### THE JOURNEY TO BAGUIO.

**TICKETS.**—Manila—Camp One—Baguio and return. 1st class, ₱37.02. Round trip tickets are issued at special rates during the season (February to June). Daily Train in each direction: leaving Manila in the morning, connecting at Camp One with Benguet Automobile Line, arriving Baguio about 6:00 p. m.

From June until November passengers for Baguio proceed as far as Dagupan only by railway, there taking the automobile for Baguio. Round trip ticket, ₱46.42.

**BAGGAGE ALLOWANCE ON MANILA R. R.**—50 kilograms on 1st class adult ticket. 30 kilograms on 2nd class adult ticket.

**BAGGAGE ALLOWANCE ON AUTO CAR.**—Light hand baggage. First class: No free allowance.

Between Camp One and Baguio, per piece..... ₱0.50

“ Dagupan and Baguio, “ “ ..... ₱1.00

Baggage must be checked by passengers at the baggage counter of the Auto Stations.

### TRUNKS, BOXES AND OTHER BAGGAGE AT TARIFF RATES.

—Mark all baggage plainly with name and destination. Retain your duplicate automobile ticket.

**CLOTHING.**—Visitors to Baguio, and the Mountain Province should provide clothing suitable for a temperature averaging 20 to 30 degrees Fahrenheit lower than Manila. Thin clothing which will not show the dust should be worn for the railway journey and a coat taken for use in the automobile.

**HOTELS.**—HOTEL PINES.  
BAGUIO HOTEL.

<b>AUTOMOBILES.</b> — 3-passenger car.....	₱ 7.00 per hour
4-passenger car.....	8.00 per hour.
6-passenger car.....	10.00 per hour.
14-passenger car.....	16.00 per hour.
<b>CALESAS</b> .....	₱2.00 and ₱1.50 per hour.
<b>PONIES</b> .....	0.50 per hour.
<b>HORSES</b> .....	1.00 per hour.

For tickets, hotel coupons, time tables and any further detailed information apply to our Office.

Special automobiles can be furnished, if desired, to meet the Manila train at Dagupan or Camp One; rates on application; twelve hours notice in advance is necessary.



A Negrito.



## THE SOUTHERN ISLANDS. THE VISAYAS AND PALAWAN.

The "Visayas" is the general name given to the central portion of the Philippine Archipelago. It includes the large Islands of Panay, Negros, Cebu, Bohol, Leyte, and Samar, and a very great number of smaller islands. Though greatly broken up by mountains these contain the most thickly populated districts in the Islands and constitute by far the largest area inhabited by a single stock (the Visayan) and speaking, though with many dialectic differences, one language. Within this area are the best sugar and some of the best hemp lands, and many other important products of the Islands grow well. To the tourist, perhaps, they do not, outside of the cities of Cebu and Iloilo, abound in "sights." But the larger islands exhibit many fine vistas; and the smaller ones, mostly mountainous, form with the surrounding tropical waters a combination which, for colour and variety of outline, rivals the Inland Sea of Japan.

### ILOILO.

One of the principal ports of the Philippines. Its present population, including suburbs, is about 40,000, comprising many nationalities. It is a well built town with a number of modern concrete buildings and good American and European stores.

#### HOTELS.—ILOILO HOTEL.

UNIVERSAL HOTEL.

BILBAO HOTEL.

HOTEL ESTRELLA.

#### CARRIAGES AND AUTOMOBILES.—Park Livery Stables.

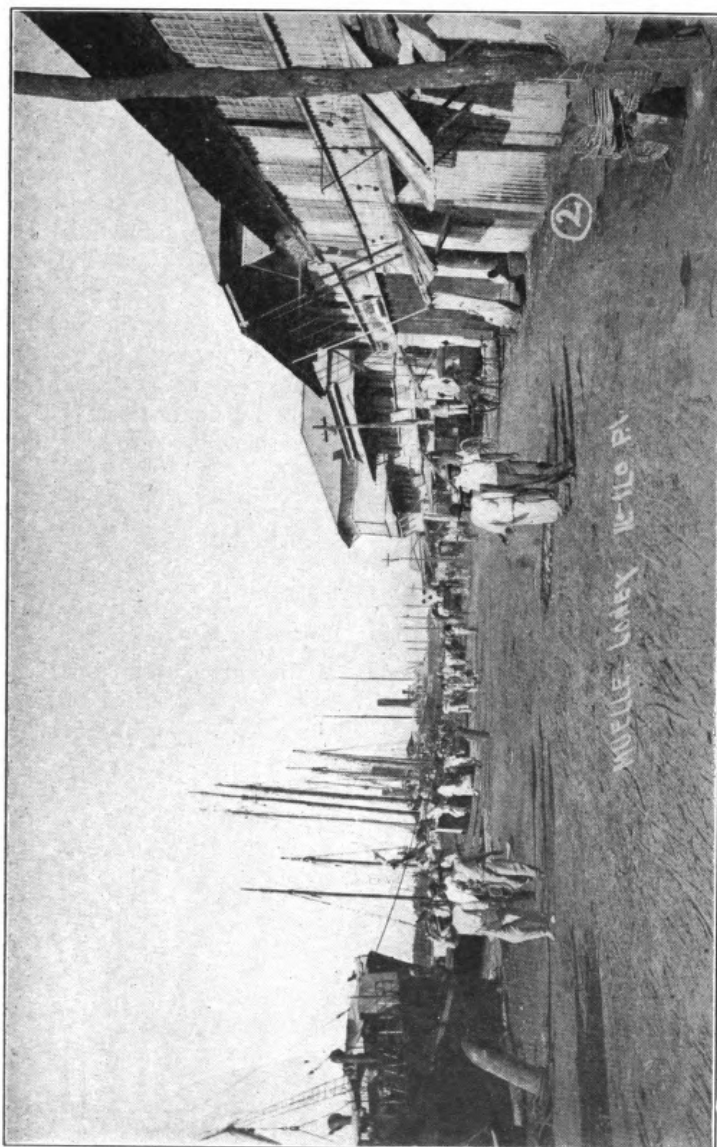
#### CLUBS.—PANAY CLUB (American).

ILOILO CLUB (English).

CASINO ESPAÑOL (Spanish Club).

SWISS CLUB.

Through the courtesy of the Panay Club, travellers, both ladies and gentlemen, will be extended the privileges of visiting members during their stay in the City; tiffin and dinner can be taken there.



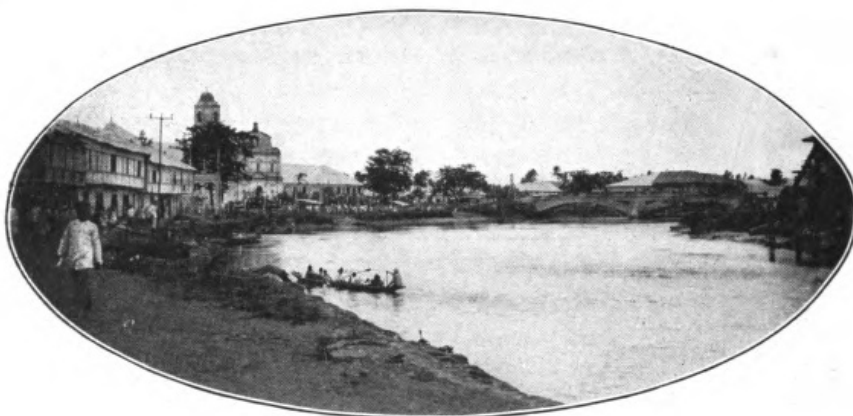
Water front, Iloilo.

After the round of the shops, which offer special opportunities for obtaining Sinamay and Jusi cloths, an interesting motor trip can be made to the neighbouring towns of Jaro, Molo and Oton, a distance of six miles, over splendid roads, bordered with palm and mango trees. On the Plaza at Jaro is the Bishop's Palace, and the Cathedral; and in one corner the oldest watch tower in the Island. In the days of Moro raids a lookout was kept here to warn the inhabitants of the approach of their hereditary enemy. Midway between Jaro and Molo, is Mandurriao, the heart of the Jusi-Piña district. Every house has a loom or two, where the stranger may see the cloth being made. These old handlooms, with their setting in humble nipa shacks, turn out most beautiful materials, and it is this industry which has made Iloilo famous. The pure jusi is native silk with mercerised cotton figures woven into it; piña is made from the fibre of the pineapple. The cathedral at Molo is well worth a visit. Between Molo and Oton is the old town of Arevalo, supposed to be the place where a force of Legaspi's men first landed on Panay in 1569. Other places of interest are the old Fort San Pedro, at the mouth of the river, and the provincial schools.

The country surrounding the city is one of the most fertile sections of the Philippines. The whole Province of Iloilo, which occupies the Eastern and Southern portions of the Island of Panay, consists of an extensive plain, extending far back to the foot of the range of mountains that traverses the Western part of the Island. This wide stretch of country is splendidly adapted to the production of rice and sugar. The Panay Line of the Philippine Railway Company cuts directly through it, extending as far as Capiz, the capital of the Province of the same name, in the Northern portion of the Island. The rolling stock of this railway is all American, and of modern type; the stations are of reinforced concrete, and the trains attain an average speed of 30 miles an hour. On the through trains there is a buffet and an observation section. Mention should be made of the far-sighted policy of this Railway of assisting, in every possible manner, the agricultural and industrial development of the country through which their lines pass.

The trip over the railroad takes the traveller past several points of interest. Just before reaching Pavia, on the left hand side of the railway is a reinforced concrete highway bridge in two spans,

each span 100 feet long, forming a pretty picture for the amateur photographer, also of interest as being one of the longest of its kind in the Islands. A short distance beyond Ventura there are seen to the West of the track a series of high mountain cliffs of white coral rock. These are hollowed and honeycombed by caves of wonderful structure and great beauty. Some of the most interesting of them may be reached from the town of Dumalag, the station for which is Buntog (distance, 4 kilometers, or about 2 1-2 miles). At Dao a market is held every Sunday, some four to five thousand natives coming in from all parts to trade, principally in Sinamay and Jusi and Piña cloth.



Capiz, Province of Capiz. Panay Division. Philippine Railway Company. View of the town of Capiz.

The roads in the neighbourhood of Capiz present a very picturesque appearance, being bordered by a small red flowering plant (Cologan) used to keep the grass from encroaching upon the roads. At Capiz there is a very excellent school and hospital for Visayan orphan children, under the auspices of the Baptist Mission, the children being brought up and taught useful trades. The railway journey from Iloilo to Capiz occupies some 5 hours. The port of Capiz is Libas, some three miles from the railway station. Those making the trip by private steamer can land at Libas, taking the train to Iloilo, the steamer proceeding South in the meantime to that port.



Filipina weaving native cloth, Sinamay, Pina or Jusi.

## CEBU.

CEBU, the metropolis of the Eastern Visayas, is the oldest European city in the Philippines and one of the oldest occidental settlements in the East. Discovered and temporarily occupied by Magellan in 1521, it became a permanent Spanish possession in 1565, being thus almost exactly the same age as that other Spanish settlement of St. Augustine in Florida. The Province has the largest population of any in the Archipelago and is one of the most thickly inhabited. The City has a good harbour, protected by the Island of Mactan, and the scene which presents itself from the moment of entering the channel between this and the mainland is a very busy one. Extensive port works have been practically completed, and sea-going vessels of large draft are able to tie up along the docks.

The present population is about 60,000 including all races.

**HOTELS.**—CEBU HOTEL.

UNIVERSAL HOTEL.

**CARRIAGES AND AUTOMOBILES.**—CEBU FASHION STABLES.

**CLUBS.**—CEBU CLUB.

UNITED SERVICE CLUB.

CLUB ESPANOL.

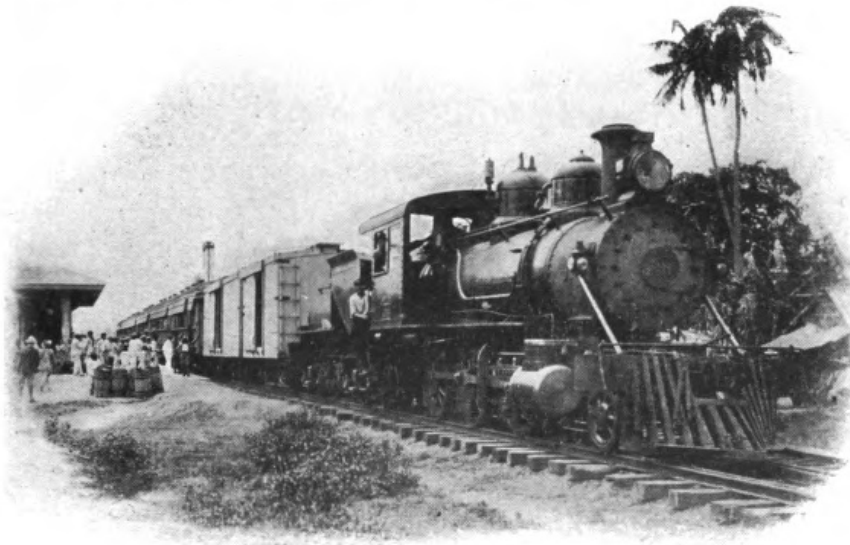
Cebu is a fascinating mixture of old and new and contains a considerable number of places of special interest. The water front is busy with the various activities arising from the city's position as one of the chief centres of the Manila hemptrade. Here is a good opportunity to see the finest grades of this important staple, of which the Philippines have practically a monopoly. Most of the places of historic interest are within a short distance of this point. On the main plaza is a small building housing a large hollow cross. This contains within it another cross, which, according to the most probable story, is the original one erected to mark the spot where Magellan and his companions gathered for the first Mass on Philippine soil. A short distance away is the old triangular Fort San Pedro, standing approximately on the site of Magellan's fortification; and in the same neighbourhood stands the Augustinian church and convent. Here the sacristan will show to visitors the curious image known as the "Holy Child of Cebu." It is agreed by historians that this is the one which was given by Magellan in 1521



to the temporarily converted wife of the rajah of Cebu, and recovered forty years later, after the landing of Legaspi. Calle Colón, the oldest street in the Islands, with its many time-worn buildings, is well worth a visit. The main street leading West from the town, past the railroad station, continues out a short distance to the provincial building and the provincial High and Trade schools; and thence to the new Southern Islands Hospital.

At all seasons of the year over one hundred and fifty kilometers of most perfectly maintained road of smooth white coral are open to auto travel. The Cebu North Road closely follows the coast for 60 kilometers (about 37 miles) and offers many beautiful views of the coast and neighboring islands. This road passes through cocoanut groves, rice and maguey plantations.

From Cebu to Ronda, 85 kilometers (about 53 miles), the road follows the East coast for 40 kilometers (about 25 miles) to Carcar and then cuts clear across the island, 20 kilometers



The Philippine Railway Company. Panay and Cebu Islands.

Express train between Iloilo and Capiz. This railway runs through 73 miles of fertile flat and rolling country at Panay Island, partly cultivated with Rice, Sugar, Corn and Tobacco and other products.

(about  $12\frac{1}{2}$  miles), to Barili, then South along the Western coast to Ronda. The section between Carcar and Barili shows the most intensive cultivation in the Philippines and compares favorably in agricultural development with Japan. The road along the coast affords many beautiful views too numerous to mention.

From Cebu to Toledo 48 kilometers (about 30 miles) of road follow up a steep and interesting canyon to the summit and repeats the program with variations down the other side. In addition to the above, several other roads are of much interest to the tourist. Automobiles may be engaged in Cebu for \$3.00 per hour or \$20.00 to \$25.00 per day.

### NEGROS.

The Island of Negros, the most important sugar producing district in the Philippines, is divided into two provinces, Occidental and Oriental Negros, BACOLOD being the capital of the former. It possesses a small hotel; visitors, however, will be gladly welcomed and accommodated at the messes maintained by the residential community. There are several large sugar plantations in the neighbourhood that may be visited by automobile, while those with time at their disposal will be well repaid by a visit to Mount Canlaon, an active volcano, for the ascent of which three days must be allowed, arrangements to be made locally. The ascent is only possible during April and May. About half an hour's ride from the City are the Mambucal Hot Springs, possessing certain medicinal properties.

DUMAGUETE, the capital of Oriental Negros, has no hotel. There is an interesting old watch tower on the plaza, also the buildings of Silliman Institute. Nine miles to the South is the active volcano of Magaso.

The road from Dumaguete to Tanjay (32 kilometers) offers a pleasant short auto trip along the eastern coast of Negros. This is a cocoanut country and several advanced plantations are passed through.

### PALAWAN

Palawan, the westernmost of the Philippine Islands is remarkable in that it is situated entirely outside the volcanic belt. Most of it is still jungle. Puerto Princesa is the capital,



Group of Moros

and about 8 miles distant, across the bay, is the Iwahig Penal Colony, where some thousand convicts, who have behaved well at Bilibid, live under the name of "Colonists," in charge of a few Americans and Filipinos, and entirely without armed guard or any special restraint. All of the petty officers are "colonists," also the police.

On the west coast of Palawan there is a very remarkable underground river. This has been explored several times by Government officials, a launch having in one instance proceeded under the mountain for more than two miles. In course of time, with better facilities of access, this underground river should become one of the chief attractions of the Islands.

The best salt water fishing in the Islands is to be had off Palawan, especially in Taytay Bay at the Northern end of the Island, and in Malampaya Sound on the west coast.

## MINDANAO AND THE MORO COUNTRY

The great Island of Mindanao is the second largest, and potentially perhaps the richest, of the Archipelago. It is divided, both by geographical barriers and by the racial and historical peculiarities of its varied population, into a number of districts. The first of the administrative districts of the Moro Province, in importance and accessibility, is that of Zamboanga, which includes the whole of the Western peninsula of Mindanao. The central portion is covered with dense forests containing much valuable hardwood timber. Copra is the principal product, although sugar, cacao, hemp, and rice are cultivated to some extent. As a whole it is not at present very accessible and most of the attractions which it offers to travellers centre in Zamboanga, the capital of the whole Moro Province and one of the most important ports in the Islands.

**ZAMBOANGA.**—Zamboanga has a cosmopolitan population of about 24,000, and in few towns can there be seen a greater mixture of races, or more picturesque people: Moros, with their brilliant costumes and head-dresses of turban or fez; the Bajans or Sea-Gypsies; the long-haired Yakans or Hill Moros, from the neighboring Island of Basilan; the timid woman-faced Subanuns from the Zamboanga peninsula; Chinese, Malays and Indians. It has been

described as one of the prettiest towns in the Island, and in addition to its many attractions its position with respect to Borneo, the Dutch possessions, the Malay Peninsula, and Australia makes it of great importance as a trade centre.

**HOTELS.**—MINDANAO HOTEL.  
PLAZA HOTEL.  
ZAMBOANGA HOTEL.

**CLUBS.**—ARMY AND NAVY CLUB  
MINDANAO CLUB.  
INTERNATIONAL CLUB.  
COUNTRY CLUB.

There are good Garages and Livery Stables.—Rickshaws, drawn by Moros, are largely used in the city by the residential community. There are excellent stores: American, European, Chinese and Japanese. In some shops, especially in the central store of the Moros and nonChristian trading system, located near the Capitol on Calle Carlos, old Moro brass, native cloths, baskets, and many other curios may be bought. Pearls and pearl shell may be obtained at reasonable prices. Zamboanga is the delight of the curio buyer.

The city is very prettily laid out, and the most blasé tourists have exclaimed at the beauty of the drives on the roads leading from the town, along the beach into the foot-hills of the nearby mountains. The roads are well constructed, with a surface of hard coral, leading through lanes of coco palms, which give welcome shade even at noon, while in the evening the lights and shadows on the tall, grey trunks and glistening green foliage are very wonderful. The principal sights in the city comprise the old fort of **Nuestra Señora del Pilar**, a fine specimen of old Spanish fortification, built of coral rock, and commenced June 23rd, 1635; the **Provincial Capitol**, in front of which is a canal of fresh water, which runs completely through the town and army post, its banks lined with wild almond or talisay trees, affording pleasant shade by day, and at night sheltering hundreds of "flying foxes," huge bats, with wings four feet from tip to tip; the **Roman Catholic Church and Convent**, founded in 1635; the **Army Post**, with its picturesque canal shaded by coco palms, and green lawns and parade ground, rightly considered one of the prettiest and most attractive posts in the Islands;



the **Moro Market** with its many varieties of marvellously coloured fish; the Moro Town of **Kawa Kawa**, with its houses built over the water, as is the Moro custom; and the Constabulary Headquarters.

A delightful excursion can be made to the San Ramon Penal Farm. The reservation is about 2,500 acres in extent, situated between the beach and foothills. About 500 prisoners are confined here. Their activities are at present entirely agricultural; they cultivate more than 15,000 cocoanut trees and extensive gardens, besides cleaning and developing new land, and caring for live stock. The clean airy structures of the prison, constructed of concrete, with red tiled roofs, surrounded by coconut trees, emphatically mark the new era in prison policy.

**ILIGAN, CAMP OVERTON, KEITHLEY TRAIL, LAKE LANAO.**

—Travellers wishing to make this trip should communicate beforehand with Mr. J. H. Murphy at Iligan, who will arrange for automobiles to be in readiness upon arrival of the steamer at Camp Overton (some three miles distant from Iligan), which offers better landing facilities, although Iligan is the commercial port of the district. Soon after leaving Overton the road begins to ascend, winding up through picturesque scenery to Reina Cristina, where visitors should stop to see the Maria Cristina Falls, a short distance from the main road. The Falls have a drop of some 190 feet and present a most fascinating picture. Some four miles from Reina Cristina we come to Mumungan, a general halting place for the numerous wagon trains crossing the trail. Along this part of the road troupes of monkeys are still occasionally seen although the large traffic is forcing them to seek less frequented parts. After leaving Mumungan the road skirts the Agus River, which can be seen dashing over boulders some 500 feet below; soon the "Sacred Mount" comes into view; the natives believe "The Lady of the Lake" lives on the mount, those attempting to reach the summit having spells cast over them resulting in death. Soon after leaving Pantar the road crosses the Agus River, the trail traversing most beautiful scenery, ever ascending until Camp Keithley bursts into view, with the far stretching waters of Lake Lanao, some 2,200 feet above sea level. Keithley is the Headquarters of the Military and Civil Government of Lake Lanao District, which promises to become a very important centre, the surrounding country being extremely rich in soil, which, through



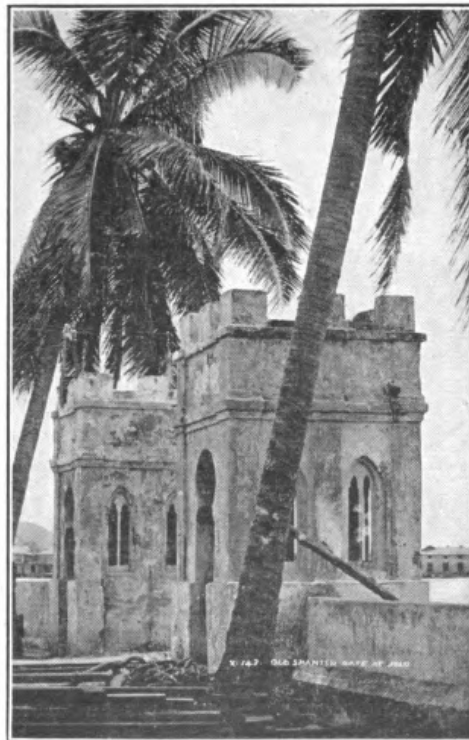
the untiring efforts of the Officials, the natives are gradually realizing in the cultivation of various crops. Some charming and interesting trips can be made on the Lake which very shortly will have a good road skirting its waters, affording a splendid opportunity of combining a motor with a steamer trip, visiting some of the quaintest villages and seeing the habits and customs of the Moro tribes.

The journey from Overton to Keithley occupies about two hours. Visitors wishing to stay the night at Keithley, can be accommodated at the Club Rest House by courtesy of the Government Officials.

## JOLO

The District of Jolo comprises what is known as the Sulu Group, lying between Mindanao and Borneo. Most of it was once included in the Dominions (if they can be called such) of the Sultan of Sulu. This potentate still lives on the Island of Jolo, enjoying pensions from the Philippine Government and the British North Borneo Company, and still keeps up to some extent the show of a barbaric power, of which the reality has long since passed away.

The town of Jolo, the political and commercial centre of the group, consists of a picturesque little walled city, and a considerable town

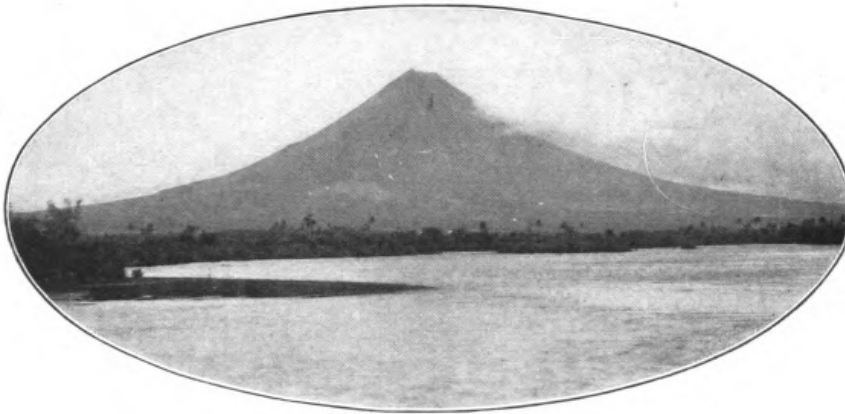


Old Spanish Gate at Jolo

outside, the whole having a cosmopolitan population of about 10,000. In name it was continuously a Spanish possession after its capture in 1849, but the Spaniards controlled little more of the surrounding country than came within the range of the guns on the walls.

Jolo possesses many attractions for the traveller. The part within the walls has excellent streets and walks, with parks, gardens and fountains. One of the most curious sights is furnished by the half tame deer which run at large about the streets. The point of greatest interest in the outer town is the "Chinese Pier," on which most of the merchants of that nationality have their shops, both for safety and convenience in unloading cargoes; these shops are the best places to look for Moro curios. The town as a whole is an excellent place in which to see the daily life and occupations of the Moro people in their most characteristic forms.

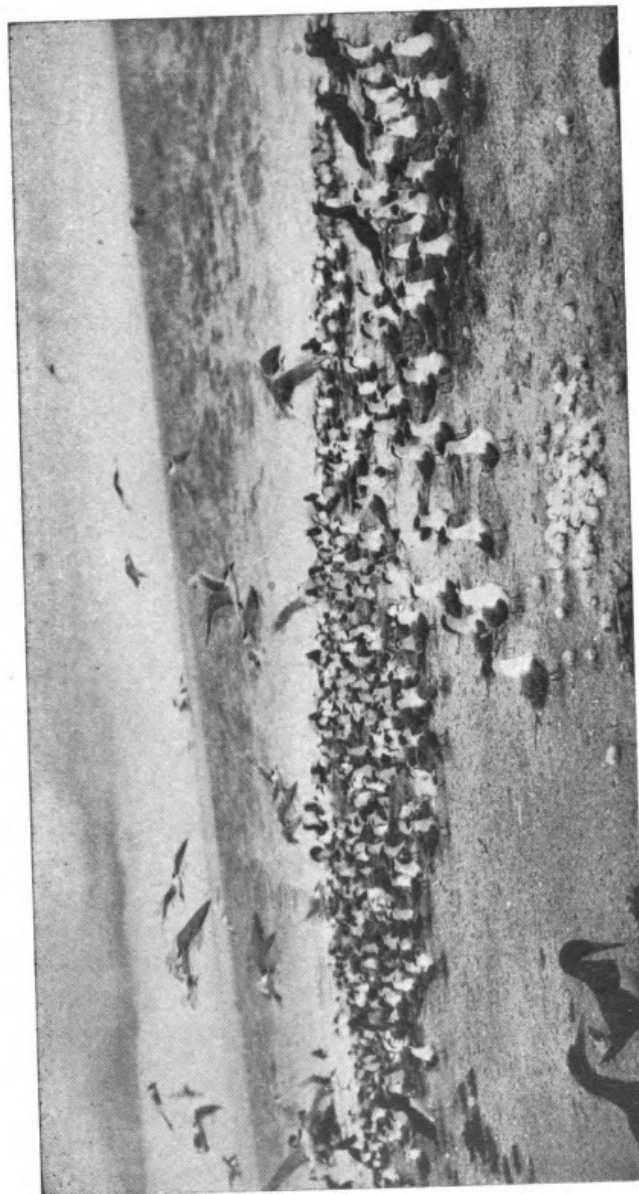
Jolo is the centre of the Pearl Fisheries of the Islands and curios and ornaments of pearl shell may be bought in the town.



Mayon Volcano, Legaspi.

## SOUTHERN LUZON

Southern Luzon includes the Provinces of Ambos Camarines, Albay and Sorsogon—the country of the Bicol people, who rank among the most energetic and progressive of the Philippines. The staple product is Manila hemp, for which it is the most important



A Colony of Boobies.

producing district in the Islands. There are a number of good sized towns, several points of natural or historic interest, and, what is likely to strike the tourist especially, many miles of fine roads, for which the local authorities have made liberal appropriations. There are several commercial centres of some importance, the chief being Albay, the capital of the Province of the same name.

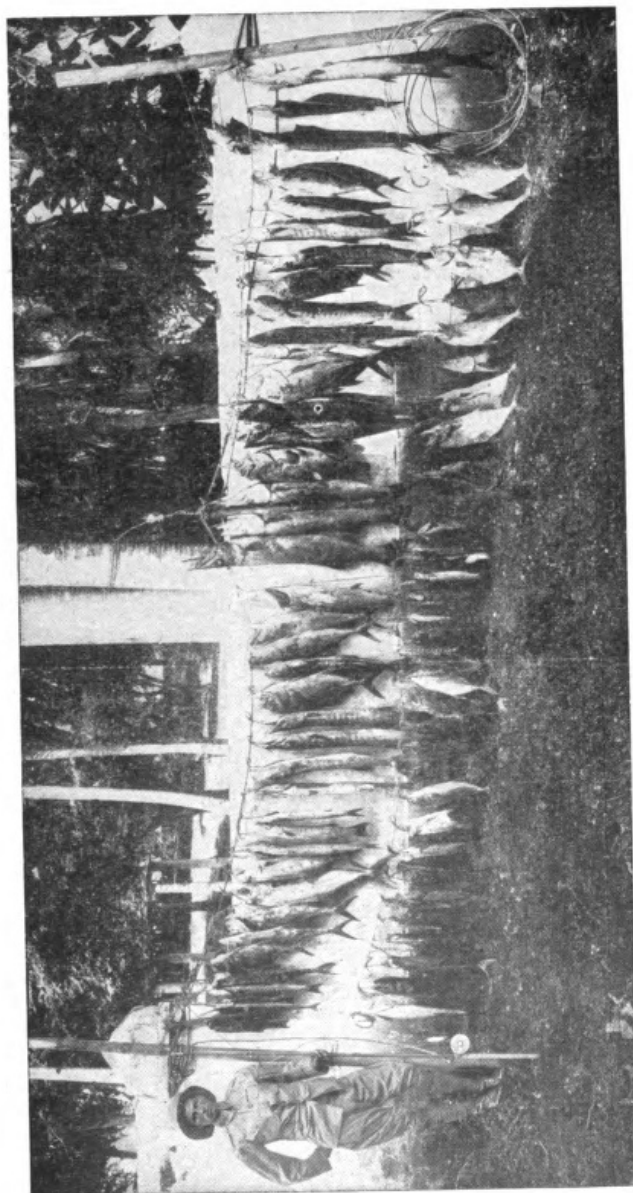
The Municipality of Albay now contains something over 40,000 inhabitants; it is divided into three distinct parts, which were at one time separate towns: Legaspi, the port; Albay proper, the official centre; and Daraga.

Legaspi has several docks and good stores and shops, but at present there is no hotel, visitors being accommodated at the Commercial Club, a prosperous institution with good quarters. Albay proper is about 2 kilometers (something over a mile) from Legaspi on the main road. The Plaza is one of the prettiest in the Islands; on it are located the new provincial building, the Presidencia, the High and Trade Schools, Constabulary Barracks and the Church.

Daraga is on the main road about two kilometers from Albay. The cloth known as pinolpog, made of beaten abaca and much resembling Canton linen, is manufactured only in this and the neighbouring towns. On the road between Albay and Daraga is the attractive army post known as Regan Barracks.

There is probably no place offering as many interesting sights as the country around the volcanoes of these two provinces. With an automobile a day's trip could be arranged leaving Legaspi in the early morning for Tabaco and the famous and salubrious Tiwi Springs, returning to Tabaco, travelling thence along the foot of the giant volcano, Mt. Mayon (7943 feet), to Ligao and to the beautiful mountain lake, Lake Buhi, and returning to Albay via Guinobatan, the richest hemp centres in the world.

To the tourist this part of the Philippines can only be thought of with a memory of the beautiful symmetrical cone of Mount Mayon, whose peak is visible for more than 60 miles, whose regular, bare slopes near the top give such rare reflections from the illumination of the sun and whose base is one of the most productive and scenic landscapes in the world. The



A sample catch from Philippine Waters.

tourist can travel in this beautiful part of the Islands over 240 kilometers (about 150 miles) of magnificent roads with the most varying scenery. An ascent to the top of the volcano, Mayon, can be made in two days, during the dry season.

## HOW TO SEE THE SOUTHERN ISLANDS

As officially appointed agents for the Insular Government we have made arrangements, through the courtesy of the Bureau of Navigation, to charter Coast Guard Cutters for special trips to any parts of the Islands. The principal points of scenic beauty and interest embrace:—

**PUERTO GALERA:**—Sea gardens—coral—enclosed harbour—hardwood forests—excellent fishing. **ILOILO:**—The interesting and historic towns of Jaro and Molo. Through the centre of Panay Island by train. **CAPIZ:**—An unusually interesting town. **LEGASPI:**—Mayon volcano with an excellent auto trip of 54 miles around its base overlooking the sea and the richest agricultural districts in the Island—hemp plantations. **TACLOBAN:**—Passing through beautiful San Juanico Straits—visits to several towns of Leyte province. **SURIGAO:**—Characteristic town; old churches; beautiful drives. **BUTUAN:**—Interesting peoples; trip by launch up Agusan River. **CAGAYAN:**—Trip to Bukidnon country. **CAMP OVERTON:**—The largest army base in the southern islands, auto trip through historic Lake Lanao District, elevated country, waterfalls. **ZAMBOANGA:**—Old fort, shrine of Lady of Pilar. **CEBU:**—Drive to important commercial centres, drive to Barili and Toledo, interesting trip by train to Danao. **ROMBLON:**—Interesting old town, centre of mat manufacturing industry, fort, old churches, beautiful drives, cocoanut groves. **BATANGAS:**—Bay, interesting town. **APO REEF:**—Coral formations, sea gardens, splendid fishing. **MANGARIN:**—Trip by railway to the plantation of the Mindoro Sugar estate, visit to one of the largest sugar mills of the world.

### SPECIMEN ITINERARY

1st day.	Dep. Manila	10:00 p. m.	
2nd day.	Arr. Puerto Galera.	7:00 a. m.	90 miles.
	Dep. Puerto Galera.	4:00 p. m.	
3rd day.	Arr. Capiz (Libas).	8:00 a. m.	164 miles.
	Dep. Capiz by train.	9:10 a. m.	
	Arr. Iloilo.	1:50 p. m.	



4th day.	Dep. Iloilo.	5:00 a. m.	
5th day.	Arr. Zamboanga.	6:00 a. m.	243 miles.
6th day.	Dep. Zamboanga.	6:00 a. m.	
7th day.	Arr. Overton.	Daylight.	222 miles.
	Dep. Overton.	7:00 p. m.	
8th day.	Arr. Cebu.	9:00 a. m.	137 miles.
	Dep. Cebu.	4:00 p. m.	
9th day.	Arr. Legaspi.	Noon.	205 miles.
	Dep. Legaspi.	7:00 p. m.	
11th day.	Arr. Manila.	7:00 a. m.	360 miles.

The tour given above is merely a suggestion and arrangements can be made for a cruise embracing any of the numerous beauty spots.

Price of charter is P225.00 per day and victualling P3.00 per day per head. It is advisable to have an English speaking steward, which will add greatly to the comfort of the trip. All arrangements can be made through our offices, including the hiring of glass bottomed boats and fishing tackle. Full information as to facilities and conveniences available will be gladly furnished upon application. The cutters have accommodation for parties of from 8 to 24 passengers.

### FISHING

We would specially mention the excellent fishing grounds and the exceptional advantages offered by chartering one of the Government Cutters for such an expedition. Malampaya Sound, one of the best fishing grounds, is but 25 hours from Manila. The cutters are equipped with motor boats for trolling; tackle used on the Coast of Florida for Tarpon will be found suitable, but a complete outfit can be hired for the trip. The fish giving the best sport are the Pampano, Sea Bass, Barracuda, and Tanguingue reaching to 40 and even occasionally up to 100 lbs. in weight. There are also Yellow Jack, Lapu lapu, Red Snapper, Jew Fish, and many other kinds.

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S.S. BUSTAMANTE leaves Manila every Wednesday for Cebu, arrives Cebu every Friday and leaves Cebu every Saturday arriving Manila every Monday.

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S.S. N. SRA. DE BEGONA leaves Manila every fortnight for Catarman, Deat, Nueva Caceres.  
S.S. AMELIA leaves Manila every ten days for Guinayangan.  
S.S. EQUIS leaves Manila every thirty days for Guinayangan.

**JOSE M. Y. DE ALDECOA**

S.S. EUZKADI leaves Manila every fortnight for Legaspi, Tabaco, Nato, Lagonoy and Virac.

**PHILIPPINES S. S. CO.**

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S.S. ZAFIRO leaves Manila every ten days for Mangarin, Cebu, San Carlos and Iloilo.

**SIY CONG BIENG & CO.**

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S.S. TONG-YEK leaves Manila every fortnight for Masbate, Laoang and Nato.

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S.S. MAUBAN leaves Manila every other Thursday for ports North of Luzon.  
S.S. COMP. DE FILIPINAS leaves Manila the 15th and 30th of each month for Ports East of Luzon.  
S.S. J. BUSTAMANTE leaves Manila every Wednesday for Cebu.  
S.S. ISIDORO PONS runs between Manila, Masbate, Samar and Leyte.  
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S.S. BORONGAN AND LAL-LOC run between Manila, Masbate, Panay and Negros.

## INTER ISLAND STEAMSHIP COMPANIES

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- S.S. VIZCAYA leaves Manila every fortnight for Sorsogon, Gubat, Virac, Legaspi and Tabaco.
- S.S. VENUS leaves Manila every fortnight for Sorsogon, Virac, Legaspi, Tabaco and Bulan.
- S.S. ELCANO runs between Manila and different ports of the Islands.

### GUTIERREZ HERMANOS

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- S.S. DOS HERMANOS leaves Manila every fortnight for Bulan, Paracale, Atimonan, Mauban, and Silanga.
- S.S. MONTANES leaves Manila every twelve days for Daet and Nueva Caceres.
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### COMPAÑIA MARITIMA

- S.S. CEBU leaves Manila every Wednesday for Cebu, leaves Cebu every Saturday for Manila.
- S.S. ROMULUS leaves Manila every fourth Saturday for Cebu, Dumaguete, Zamboanga, Jolo, Cotobato, Parang, Malabang, Davao and Mati.
- S.S. BELGIKA leaves Manila the 1st and 16th of each month for Aroroy, Calbayog, Catbalogan, Carigara, Tacloban and Surigao.
- S.S. NEIL MACLEOD leaves Manila every fourth Saturday for Cebu, Dumaguete, Zamboanga, Jolo, Cotabato and Davao.
- S.S. NUESTRA SRA. DEL CARMEN leaves Cebu every second Friday for Dumaguete, Zamboanga, Jolo, and Cotabato.

### FERNANDEZ HERMANOS

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- S.S. FERNANDEZ HERMANOS leaves Manila every fourth Saturday for Ormoc, Baybay, Maasim, Mambajao, Cagayan, Iligan and Surigao.

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**BATAAN:** Limay, Orion, Pilar, Balanga, Abukay, Samal and Orani daily at 6.45 a. m.

**PAMPANGA:** Batang, Lubao, Sexmoan, and Guagua, daily at 6.45 a. m.

**RIZAL:** Pasig, Binangonan, Cardona, Morong, Tanay, Pililia, Quisao and Jala-jala at 7.15 a. m. on Mondays, Wednesdays and Fridays.

**CAVITE:** Daily at  
7.00 a. m. Duration of a single trip:  
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10.45 " "  
2.10 p. m.  
4.30 "

**LAGUNA:** Pasig, Binang, Sta. Rosa, Cabuyao, Calamba, Los Banos, Bay, Pila, Linga, Sta. Cruz, Paete, Siniloan and Pagsanjan, daily at 6.30 a. m. and 7.00 a. m.

**ZAMBALES:** Olongapo, Subic, San Antonio, and San Narciso on Tuesdays, Thursdays and Saturdays at 7.00 a. m.

**NOTE:** Saturday boat continues as far as Iba.

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Trips to Daet and Nueva Caceres are made periodically.

\*Subject to alteration without previous notice.

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At 12.30 p. m. on Tuesdays, Thursdays and Saturdays calling at the same ports.

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10.00 "  
12.00 "  
2.45 p. m.  
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Changchun	*Yamato Hotel	Port Arthur	Osaka Hotel
Dairen	*Yamato Hotel	Shimonoseki	*Yamato Hotel
Harbin	Grand Hotel	Seoul, Korea	Sanyo Hotel
Hongkong	Hongkong Hotel	Shanghai	Sontag's Hotel
Kamakura	Kaihin-in Hotel	Shanhaikuan	Astor House Hotel
Karuizawa	Mampei Hotel	Tokyo	Palace Hotel
Kobe	Mikasa Hotel		Railway Hotel
	*Tor Hotel		*Imperial Hotel
	*Oriental Hotel		Seiyoken Hotel
	Mikado Hotel		Central Hotel
Kyoto	Kyoto Hotel	Tientsin	Imperial Hotel
	Miyako Hotel		Astor House Hotel
Lake Chuzenji	Lakeside Hotel	Tsingtau	Hotel Prinz Heinrich
Macao	Macao Hotel		Gonikai Hotel
	Boa Vista	Yamada	*Grand Hotel
Manila	*Manila Hotel	Yokohama	*Oriental Palace Hotel
Miyanoishita	Fujiya Hotel		Club Hotel
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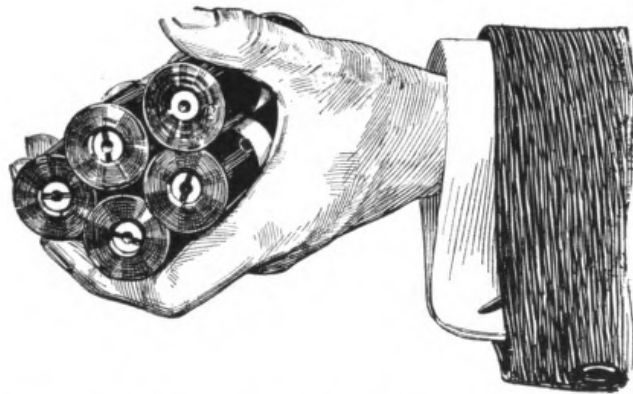
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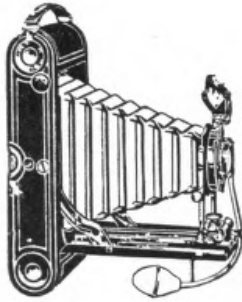
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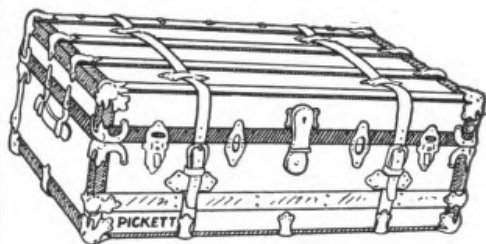
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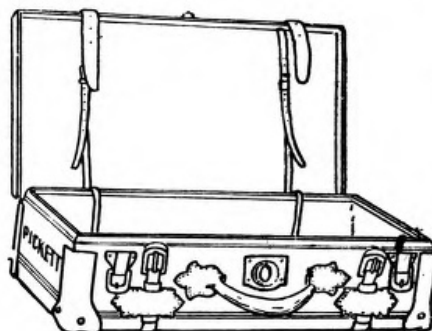
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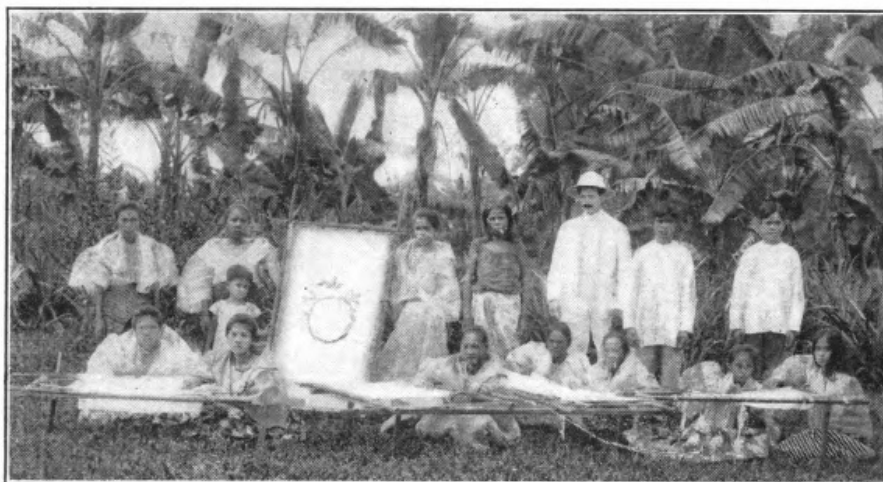
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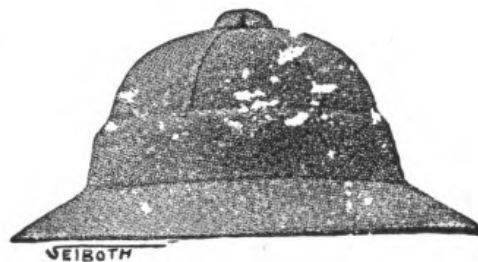
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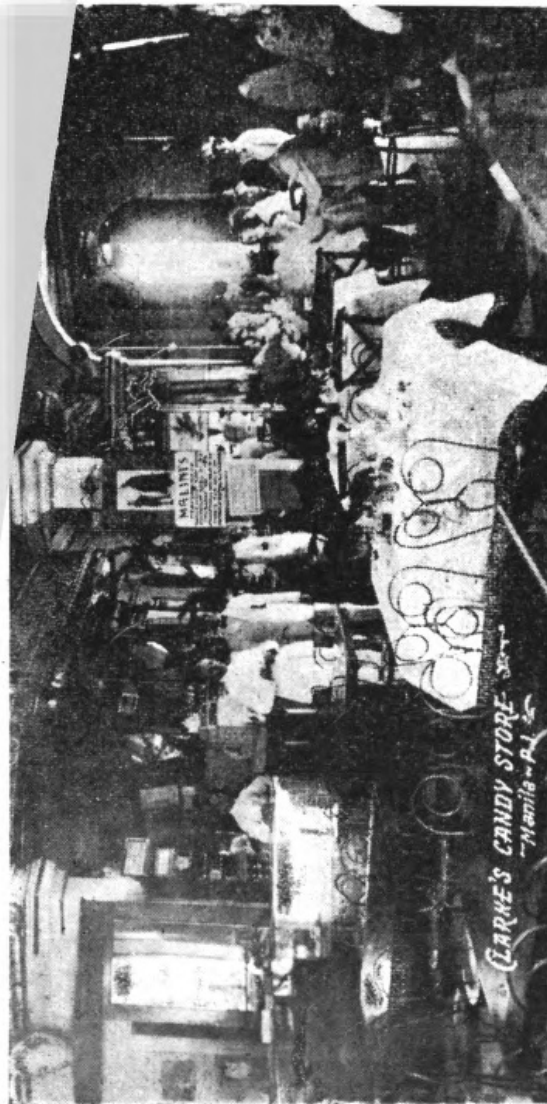
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